

Maine Department of Transportation

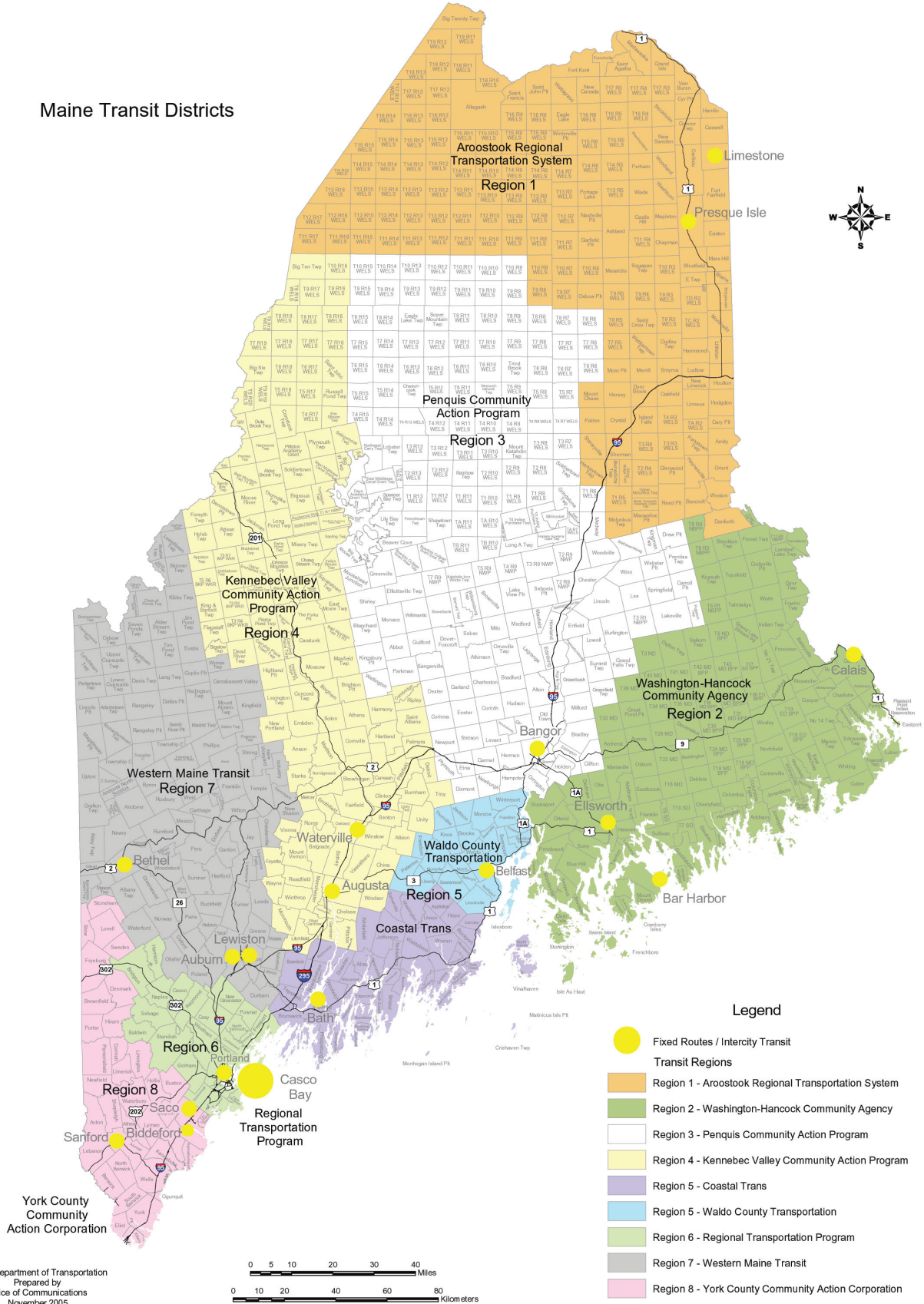
Biennial Operations Plan for Transit

EXECUTIVE SUMMARY



December, 2011

Maine Transit Districts



BIENNIAL OPERATIONS PLAN - EXECUTIVE SUMMARY

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MaineDOT Biennial Operations Plan for Transit

Executive Summary

Introduction

The Maine Department of Transportation is mandated pursuant to 23 MRSA §4209 et seq. to develop a biennial operations plan every two years in collaboration with the Governor's Interagency Transportation Coordinating Committee (ITCC). The purpose of the plan is to maximize coordination of state agencies that fund transportation, to develop a plan that specifically addresses the needs of the elderly, low-income and individuals with disabilities and to encourage coordination among transit providers throughout the state. In addition, the plan provides a means for the Maine Department of Transportation to achieve compliance with the Federal Transit Administration's requirement to develop a locally coordinated plan which allows the department to identify and prioritize transit needs and to seek federal grant opportunities in collaboration with local, regional and statewide partners.

The 2011 Biennial Operations Plan (BOP) describes and documents transportation needs and priorities throughout Maine and summarizes the transit services provided by each of the state's subsidized fixed route and demand response transit systems. It also describes future plans and changes to the systems, and provides opportunities for public comment on the distribution of funds and services provided. In addition, the development of the BOP offers service providers, transit users and other transportation partners an opportunity for structured dialogue concerning the opportunities and obstacles in providing efficient and productive mobility options for Maine residents and visitors alike.

The BOP also provides an accounting of how public transit funds were spent during FY 2009 and FY 2010, and how the Bureau and each transit provider intend to use public funds during FY 2011 and FY 2012. It also documents how the transit providers have met and will continue to meet various federal and state requirements for transit systems. Finally, as discussed in more detail on page 5, the BOP meets the new requirements under the Federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) for the development of locally coordinated plans for transit services.

This executive summary includes highlighted information contained in the Biennial Operations Plans for each of the state's eight regions. Pages 16-35 include a summary of providers receiving Federal/State Department of Transportation funding support, as well as one non-subsidized provider, and pages 36-41 contain detailed statistics on each of these providers. For additional information, see <http://www.maine.gov/mdot/ptp/bop.htm>

The Role of the Interagency Transportation Coordinating Committee

In 2009, the Maine State Legislature formalized into law the collaborative efforts of three state agencies in the delivery of passenger transportation services in Maine. Specifically, the law mandates that the commissioners (or their designees) of Transportation, Health and Human Services and Labor serve on the committee to promote efficiency, cooperation and strategic planning for public transportation purposes. The committee through its interagency collaboration assists the state's goals at improving methods in the delivery of passenger transportation, increasing effectiveness and efficiency and improving universal mobility for Maine citizens and visitors. The BOP is just one tool used by the

committee to review current fixed-route and demand-response mass transportation services and to identify opportunities for enhancing these services.

There are numerous federal, state and local grant programs available to assist in the delivery of transportation services to disadvantaged populations as well as the general public in Maine. The benefit of having such a variety of funding sources is that it allows to the greatest extent possible, the leveraging of all transportation dollars to fund transit initiatives statewide. On the other hand, one of the biggest challenges in having several funding sources is the regulatory barriers that accompany the funding streams, which create and maintain silos over who and how the funds are distributed.

Below is a brief description of the state transportation programs and services provided by each of the member agencies of the Interagency Transportation Coordinating Committee:

Maine Department of Transportation (MaineDOT), Bureau of Transportation Systems Planning (BTSP). The Department's mission is to responsibly provide a safe, efficient, and reliable transportation system that supports economic opportunity and quality of life.

BTSP is responsible for managing and distributing financial support provided by the Federal Transit Administration (FTA) and the Maine Legislature to 21 rural and small urban transportation systems. Current annual funding figures from the FTA are \$5.4 million in non-urbanized areas and \$3.8 million in urban areas. The current funding figure from the state budget is \$0.5 million. Additional funds are occasionally available from discretionary and competitive FTA programs, as well as state bond match for vehicle purchases.

There are 21 transit systems statewide that are divided into eight geographical regions that receive federal and state funding through BTSP. The three categories of transportation systems are regional transportation systems, fixed-route transit systems and transit systems supporting the tourist industry. Regional transportation systems receive funding that serve rural areas and generally provide services to low-income, elderly, individuals with disabilities, DHHS clients and the general public. Fixed-route transit systems receive partial funding and use a fare system to cover operational costs and provide urban, rural, intercity and ferry services. Currently, three systems also provide seasonal services.

Maine Department of Health and Human Services (DHHS), Office of MaineCare Services. The Maine Department of Health and Human Services and MaineDOT cooperate to help provide non-emergency transportation (NEMT) for MaineCare members to access medically necessary Medicaid covered services when no alternative transportation exists for the member.

Under the current system, MaineCare Full-Service Regional Transportation Providers arrange the most medically appropriate and cost effective transportation for the member to reach their MaineCare covered service. MaineCare Services' non-emergency medical transportation system is currently transitioning to a federally compliant regional Prepaid Ambulatory Health Plan (PAHP) brokerage model to address federal compliance issues. At present, MaineCare is the major funding source for the nine regional public transit systems within Maine.

Maine Department of Health and Human Services, Office of Integrated Access and Support (OIAS). The Additional Support for People in Retraining and Employment Program within OIAS is charged with providing support to Maine families who receive Temporary

Assistance for Needy Families (TANF). The goal is to enable families to become self-supporting.

Participants select the specific transportation support that meets their needs: auto maintenance and vehicle repair; liability insurance; reimbursement for individual vehicle transportation; public transportation; and temporary private transportation. In the State Fiscal Year 2010, the cost for this support was \$5.3 million.

Transportation assistance is also provided to ASPIRE participants through a contracted service with Goodwill Industries of Northern New England, Good Wheels to Work. Eligible employed participants may qualify for a low-interest rate car loan through this program. Good Wheels staff also assists in determining the quality and safety level of participants' vehicles upon request and may assist in determining appropriate car repair expenses. Transportation support for ASPIRE participants is funded with a combination of Federal TANF block grant dollars and State dollars.

Maine Department of Health and Human Services, Office of Child and Family Services (OCFS). The target population is all clients in the care or custody of DHHS without regard to income as well as low-income clients who are not eligible for MaineCare. Transportation services are aimed at preventing at-risk, disadvantaged individuals from further alienation, inappropriate institutionalization, continued abuse and neglect and continued dependence on the social welfare system. One funding source for this contract is the Federal Social Services Block Grant (SSBG). Eligible individuals can use these funds to access transportation to social and medical services when no other reasonable means exists. Target populations are: child protective cases, children in the care or custody of DHHS and low income individuals/families who are not eligible for MaineCare services.

Maine Department of Health and Human Services, Office of Elder Services (OES). As part of federal Administration on Aging (AoA) funding, OES has Title III funding available to the Area Agencies on Aging (AAAs) that they can allocate to transportation needs. It is an option, but not a required component. For the most part, the agencies have not utilized these funds for transportation because they have determined higher priorities.

OES does not have funding specifically dedicated to transportation. However, the state-funded respite program within OES might allow a caregiver or someone else to be reimbursed for transportation costs of taking someone back and forth to an adult day program if it stays within the capped amount. Most of the agencies reimburse their volunteers a mileage cost if associated with the provision of services – such as Meals on Wheels drivers. Adult Protective Services Caseworkers have some very limited flexibility to designate funds for transportation needs based upon extraordinary circumstances and determined on a case-by-case basis. It must also fall within pre-established limits.

Maine Department of Labor, Bureau of Rehabilitation Services - Division of Vocational Rehabilitation (DVR). The DVR program assists eligible individuals (clients) with physical or mental disabilities to prepare for and achieve employment. The disability or disabilities must result in a substantial barrier to employment and the individual must be able to benefit from DVR services needed to achieve the employment outcome.

Services are provided under an Individualized Plan for Employment that is oriented to the achievement of a vocational goal. Services provided to individuals with disabilities must be necessary to overcome the vocational barrier, must be provided as cost effectively as possible, and will be of sufficient quality to meet individual needs. All funding must be pre-authorized.

Core DVR services include vocational guidance and counseling, job training and education, job placement, and job coaching. Support services such as transportation are funded only when necessary for the client to derive benefit from core DVR services. Public transportation must be the transportation of choice if it is readily available in the area and matches the individual's needed schedule. An individual may choose to use his or her own vehicle in this situation but will only be funded for gas up to the cost of a monthly bus pass for the fare. Funding allocated to transportation amounted to \$437,707 in FY 2010.

Major Revenue Sources for Transit

The following table summarizes major revenue sources by regional transportation provider for FY 2010. MaineCare is the major funding source for all providers.

Summary of Major Revenue Sources by Regional Transportation Provider FY 2010									
Source	Percent of Total Revenue								
	ARTS	WHCA	PENQUIS	KVCAP	CTI	WCAP	RTP	WMTS	YCCAC
FTA	11%	4%	4%	14%	21%	4%	2%	21%	17%
MaineDOT funds	2%	0%	0%	0%	6%	0%	0%	1%	1%
MaineCare	75%	85%	86%	79%	57%	69%	79%	61%	63%
DHHS-non-MaineCare	7%	8%	7%	6%	4%	3%	9%	2%	5%
Grants	0%	0%	0%	0%	0%	0%	1%	0%	0%
Local Match	0%	3%	0%	1%	10%	11%	0%	14%	9%
Fares	3%	0%	0%	0%	2%	1%	1%	1%	2%
Other	4%	0%	3%	0%	0%	12%	8%	0%	3%
Total (millions)	\$3.4m	\$3.2m	\$8.6m	\$6.8m	\$2.7m	\$2.3m	\$6.2m	\$4.2m	\$7.2m

As the table reflects, the biggest source of revenue for MaineDOT's designated providers is funding provided by MaineCare. Consequently, any significant change in policy or changes in the way in which the Office of MaineCare Services implements its non-emergency medical transportation services to its members has the potential to impact the providers and their ability to continue to provide transportation services.

Currently, the Office of MaineCare Services' non-emergency medical transportation (NEMT) system is transitioning to a regionally-based, risk-based Prepaid Ambulatory Health Plan (PAHP) Brokerage model to comply with the Centers for Medicare & Medicaid Services (CMS) regulations regarding the provision of non-emergency medical transportation. The ITCC will be involved as MaineCare moves toward the implementation of this model. Transitioning to a broker system for non-emergency transportation services for eligible MaineCare members will require the ITCC to examine its effectiveness and overall coordination of existing services to ensure that the state mandate to coordinate and effectively delivers services is achieved.

Development of the Locally Coordinated Plan

Biennial Operations Plan. In addition to meeting state mandates, the BOP is utilized by the MaineDOT in meeting federal mandates. Coordination of public transit services is at the core of MaineDOT's mission of providing statewide public transportation through the development and maintenance of efficient, effective and safe transit systems that meet the access and mobility needs of its citizens. Coordination occurs not only at the state agency level, but also at the regional and local levels to assist in prioritizing transit needs, identifying funding sources and avoiding duplication of services.

The Biennial Operations Plan is a planning process that documents and prioritizes local, regional and statewide transit needs, creates opportunities for discussion regarding potential projects and funding mechanisms, and reports out on adequacy of current services. The coordination of transit planning is a federal (SAFETEA-LU) and state (23 MRSA §4209 et seq.) requirement when selecting transportation projects for funding to ensure public participation and equitable distribution of available funding among disadvantaged populations such as the elderly, low-income and individuals with disabilities.

Coordination of Human Service Transportation. Below are the various processes used in meeting the locally coordinated plan requirements and the state mandates on coordination of human service transportation:

- **Agency Coordination.** Collect, analyze and evaluate existing coordination efforts among transportation stakeholders within each region to determine how best to maximize available resources to meet the transportation needs of the region.

Each of MaineDOT's designated regional transportation providers has an ongoing working relationship with nonprofit organizations and area social service agencies to address the transportation needs of their respective service areas. As shown in the table on page 4, all of the designated regional transportation providers rely heavily on MaineCare transportation services to leverage other funding sources and coordinate trips to remain as a viable public transportation provider in the region. For example, there are members of the general public that rely solely on the provider to access medical care, groceries and other basic living needs including elderly, individuals with disabilities and low income individuals who have marginal incomes and who do not qualify for any local, state or federal assistance programs. Using a variety of funding sources provides each region with an affordable, integrated and comprehensive transit service. Moreover, the ability to leverage a variety of funding sources, instead of relying on a single source of revenue, is critical to support the current level of service or the expected demand for more services.

- **Meetings with Interested Parties.** Schedule meetings as needed with interested parties such as advocacy groups and volunteer organizations interested in transportation services.

MaineDOT meets with non-profit agencies, advocacy groups, transportation providers, volunteers, religious organizations and individual members of the public as requested to provide information regarding funding opportunities, approaches to effective collaboration within existing transit regions, and innovative solutions to transit challenges such as leveraging of other federal and state grants to assist communities in seeking local match for both operating and capital grant requests through the Federal Transit Administration.

- **Outreach Efforts.** Develop and implement outreach efforts with other stakeholders such as tribal governments, regional planning organizations, and the Maine Transit Association to expand potential transportation funding partnerships.

MaineDOT through its various planning processes regularly seeks public input to help identify transit priorities and funding solutions to meet the needs for each of the transit regions. MaineDOT's long-range plan, mid-range plan and the two-year capital work plan are just some examples of the ongoing public participation efforts used to achieve comprehensive and equitable transportation planning priorities. Organizations such as the economic development districts, regional planning organizations, tribal governments, municipalities, Maine Turnpike Authority and Maine Transit Association are examples of transportation partners that MaineDOT relies upon in order to fully implement transit strategies at local, regional and statewide levels.

- **Regional Plan Advisory Committees.** Organize statewide public participation forums, known as Regional Plan Advisory Committees (RPACs) to collaborate on existing and future transit needs.

MaineDOT and its regional transportation providers solicited widespread input in the development of the locally coordinated plan using a Regional Plan Advisory Committee (RPAC). A total of 10 RPAC forums were held throughout the state during the spring of 2011. An extensive interested parties list was developed representing various organizations such as social service agencies, tribal governments, regional planning organizations, hospitals, nursing homes, advocacy groups, providers of transportation services and interested citizens.

The purpose of the RPAC meetings are to utilize the public involvement process to evaluate current transit services and mobility management efforts for low-income individuals, the elderly, individuals with disabilities and the general public. The RPAC forum provides an opportunity to report on interagency coordination efforts – what works and what doesn't work and to identify unmet needs for transportation and identify types of investments needed.

Agenda. The agenda at each of the RPAC meetings included:

1. Introduction
 - Welcome and introductions
 - Importance of regional transportation system
 - Introduction to the RPAC process
 - Federal requirements
 - Expected outcomes
2. Job Access and Reverse Commute and New Freedom Summary
3. Summary of transit services by provider
 - General overview of services provided
 - Funding challenges
 - Summary of regional coordination efforts
4. Around-the-table summary of issues, concerns: (Remainder of time)
 - A. Current transit services and mobility management efforts for:
 - Low-income individuals
 - Elderly individuals
 - Individuals with disabilities
 - General public

- B. Interagency coordination efforts – what works and what doesn't work
- C. Unmet needs for transportation and types of investments needed
- D. Other

Presentations. A MaineDOT official provided an overview of the BOP preparation process, the work of the Governor's Interagency Transportation Coordinating Committee, federal and state transit planning requirements, and the parameters and availability of funding for the Job Access and Reverse Commute and New Freedom programs. Officials from each of the transportation providers presented an overview of their transportation services.

Officials from the MaineDOT and Maine Department of Health and Human Services provided a brief history and overview of the proposed regulatory changes announced by the Office of MaineCare Services regarding non-emergency medical transportation (NEMT) for MaineCare members. The proposed change would require another entity, such as a broker, to arrange NEMT trips instead of the regional transportation provider arranging and providing the trips as is current practice. This regulatory change, if fully implemented, could impact their ability to continue to operate as transportation providers.

Public comments. Public comments varied considerably by region. However, the comments fell into two basic categories – one was unmet needs and the second was the impact of the proposed NEMT brokerage system. The majority of the time spent at the RPAC meetings was listening to public comments concerning the NEMT proposal. The concerns expressed reflect a variety of consumers and other transportation partners including: individuals with low or fixed incomes, the elderly, individuals with disabilities, non-profit organizations representing mental health clients, developmental disability organizations, dialysis support personnel, area agencies on aging, hospitals and other state agencies.

Summary of Public Comments. The table that begins on page 8 provides a summary of the top transit issues identified in each of the State's eight regions as a result of the RPAC meetings. As indicated earlier, the role of the RPAC meetings and the collection of public comments taken from each is the foundation from which MaineDOT can build upon in developing a locally coordinated plan. The summary also provides a catalyst for discussion among the various agencies and transportation partners to identify and prioritize transit funding and transit projects for the upcoming budget cycles. The RPAC public comments from each transit region are available at MaineDOT's website: <http://www.maine.gov/mdot/ptp/bop.htm>

Major Actions/Issues by Region -2011

<i>Most important issues statewide shown by check-marks below</i>	Region 1 ARTS	Region 2 WHCA	Region 2 DTI	Region 3 Penquis	Region 4 KVCAP	Region 5 CTI	Region 5 WCAP	Region 6 RTP	Region 7 WMTS	Region 8 YCCAC
MaineCare Changes										
✓ Threat to comprehensive, integrated services	X	X	X	X	X	X	X	X	X	X
✓ Responsiveness of system to those needing it	X	X	X	X	X	X	X	X	X	X
✓ Transportation for non-MaineCare population	X	X	X	X	X	X	X	X	X	X
Role of Provider										
✓ Continue range of coordinated transit services	X	X	X	X	X	X	X	X	X	X
Continue as MDOT-designated provider	X	X	X	X	X	X	X	X	X	X
Prepare for NEMT brokered transportation		X	X		X	X	X	X	X	X
Document transit challenges	X	X	X	X	X	X	X	X	X	X
Increased Mobility Options										
✓ Individuals with disabilities	X	X	X	X	X	X	X	X	X	X
Low-income	X	X	X	X	X	X	X	X	X	X
Elderly	X	X	X	X	X	X	X	X	X	X
✓ Medical trips not currently covered	X	X	X	X	X	X	X	X	X	X
Employment shuttles	X	X	X	X	X	X	X	X	X	X
Service Improvements, Efficiencies										
Improve transit infrastructure	X	X	X	X	X	X	X	X	X	X
Review resources-individuals with disabilities	X									
Continue scheduling on short notice	X			X	X					X
Explore ride sharing service		X			X					
Consider GoMaine vans		X		X	X	X			X	
Explore service to campuses	X		X							
Provide more training			X	X						
Purchase on-board cameras				X						
Update software					X					
Explore options for commuter runs						X				
Strive for on-time service								X		
Enhance prescription delivery for riders									X	

Major Actions/Issues by Region -2011

<i>Most important issues statewide shown by check-marks below</i>	Region 1 ARTS	Region 2 WHCA	Region 2 DTI	Region 3 Penquis	Region 4 KVCAP	Region 5 CTI	Region 5 WCAP	Region 6 RTP	Region 7 WMTS	Region 8 YCCAC
Coordination										
Continue coordination of transit services	X	X	X	X	X	X	X	X	X	X
Host annual workshop for service providers	X	X		X		X	X			
Meet individually with service providers				X			X			
Coordinate dialysis transportation									X	X
Funding/New Initiatives										
Explore new partnerships	X	X		X		X	X	X	X	X
Seek JARC, New Freedom opportunities	X	X	X	X	X	X	X	X	X	X
Education										
Improve transit website	X	X	X	X		X	X	X	X	
Continue marketing	X	X	X	X		X	X	X	X	
ADA Services										
Capital investments for existing providers	X	X	X	X	X	X	X	X	X	X
Operating funds for new services	X	X	X	X	X	X	X	X	X	X
Capital investments at transit stops	X	X	X	X	X	X	X	X	X	X
Misc.										
Recruit volunteers for transport of children	X									
Publicize through Acadia Gateway Center			X							
Continue Planning for inter-modal transit hub			X							
Explore better 2-county connections			X							
Establish 3-county coordination task force									X	
Statewide										
Continue state level coordination efforts	X	X	X	X	X	X	X	X	X	X
Continue to support regional partnerships	X	X	X	X	X	X	X	X	X	X
Bring private partners to the table	X	X	X	X	X	X	X	X	X	X
Establish guidelines to document unmet need	X	X	X	X	X	X	X	X	X	X

The Role of Public Transit in Maine

Public transit plays an important role in the daily lives of Maine citizens by connecting them to jobs, health care services, social services, schools, leisure activities, social activities and other destinations. Public transit systems in Maine have evolved over a period of years to serve local needs. In general, these systems are supported by well established partnerships between federal, state and local governments.

In order to best coordinate services, MaineDOT's policy is to support a statewide system of transit providers and to support demand response and fixed route systems that request support and meet funding requirements. The 21 transit systems supported by BTSP fall into one of three different categories:

Demand Response systems. There are nine regional transit systems receiving MaineDOT funding support that serve rural areas of the state. Service frequency varies, but most communities are served at least once per week. In general, the systems serve low income, elderly, the disabled, and clientele of the Maine Department of Health and Human Services and other agencies, as well as the general public. Since MaineDOT purchases most of the vehicles, these vehicles are open to the public on scheduled runs, for a fee and on a space-available basis. Demand response transportation is provided by agency vehicles, volunteers, friends and family, and sometimes private taxi services. As stated earlier, the major source of operating funds is MaineCare (Maine's Medicaid program), but MaineDOT and other agencies and units of government provide some additional funding.

Fixed route transit systems. There are 13 systems that generally operate on a fixed route according to a schedule and may include urban bus systems as well as inter-city services. These systems serve the general public and may be funded in part by fares and passes, local funds and MaineDOT financial support. These systems coordinate with the regional transit providers.

Transit systems supporting the tourist industry. Three of the providers receiving MaineDOT financial support also operate some services on a seasonal basis.

Demand Response Systems

MaineDOT designates nine regional (rural) transportation providers in Maine that offer social service and general public, non-emergency transportation throughout a single county or several counties on a "demand response" (door to door) basis. Most of the systems require a one or two day advance reservation, and most offer service to virtually all municipalities in their service areas at least one day a week and sometimes up to five days per week. In general, service is provided between rural areas and service center destinations.



Maine's system of regional transportation providers evolved as an efficient way for social service agencies to pool their transportation dollars with public transit services rather than buying their own vehicles and hiring their own drivers. Examples of the types of services offered include:

- Mobility options for individuals with disabilities to increase access to employment and social opportunities, as well as medical appointments;
- Non-emergency medical transportation – MaineCare members;
- Adult day care trips;
- Rides to senior citizens' lunch programs;
- Access to employment opportunities and commuter options;
- Transportation for citizens in the protective custody of DHHS;
- Transportation for other social service agencies; and
- Transportation for the general public.

Regional Providers. MaineDOT's designated regional transportation providers include:

Region 1: Aroostook Regional Transportation System, Inc. (ARTS) – serves Aroostook County, the Danforth area in Washington County and Patten in Penobscot County;

Region 2: Washington Hancock Community Agency – serves Hancock and Washington Counties;

Region 3: Penquis Transportation Program - The Lynx – serves Penobscot and Piscataquis Counties;

Region 4: Kennebec Valley Community Action Program – serves Kennebec and Somerset Counties, as well as Burnham, Troy and Unity in Waldo County;

Region 5: Coastal Trans, Inc. – serves Knox, Lincoln and Sagadahoc Counties, as well as Brunswick and Harpswell in Cumberland County, and Waldo Community Action Partners which serves Waldo County;

Region 6: Regional Transportation Program – serves Cumberland County;

Region 7: Western Maine Transportation Services – serves Oxford, Franklin and Androscoggin Counties (Community Concepts, Inc. serves the same area); and

Region 8: York County Community Action Program – serves York County as well as nine towns in southern Oxford County (Porter, Hiram, Brownfield, Denmark, Sweden, Fryeburg, Lovell, Stow and Stoneham).

Coordination of Demand Response Systems. The regional transportation providers offer demand response transportation services by coordinating the most effective mode of transportation as well as the most efficient means of funding the transportation, in accordance with various federal and state regulations:

- **Agency vehicles.** Agency vehicles include buses and vans that are accessible to those with disabilities. Vans and buses are generally used to transport large numbers of people, or when a wheelchair lift is needed;

- **Volunteer drivers.** Volunteers use their own vehicles on a cost reimbursement basis. Generally, volunteers are used whenever possible to reduce costs, particularly where an individual in a remote location needs to travel a great distance for medical treatment;
- **Friends and family (MaineCare mileage reimbursement).** Friends and family is a specific MaineCare program that reimburses those who provide non-emergency medical transportation to MaineCare eligible members. Most regional providers administer the reimbursement program for MaineCare;
- **Fixed route transit (MaineCare bus pass).** Utilization of bus passes is a specific MaineCare program that allows providers (Penquis and Regional Transportation Program) to issue tickets or passes to eligible MaineCare members seeking non-emergency medical transportation who have access to a fixed route system; and
- **Taxicabs.** Taxis are used in many areas. In an urban setting, they are sometimes a cheaper alternative than a van or bus.

Fixed Route Transit Systems

The Bureau of Transportation Systems Planning provides partial financial support to 13 transit systems that offer year-round fixed route transit service. These systems operate according to a fixed schedule and a fare system. There are several different types of fixed route systems:

- **Urban and rural systems** can serve an entire county, several municipalities or a single community. For example, Downeast Transportation, Inc. serves Hancock County. Community Connector serves Bangor, Brewer, Old Town, Orono, Veazie, Hampden and the University of Maine. ShuttleBus serves Biddeford, Saco and Old Orchard Beach, and citylink serves Lewiston and Auburn. City Bus serves the City of Bath.
- **Intercity systems** operate between two communities and serve a number of communities along the way. Examples include the Cyr Bus route between Bangor and Caribou, West's Calais to Bangor route, and the ShuttleBus route between Biddeford and Portland. There are also two major inter-city, unsubsidized providers in Maine – Greyhound, which operates throughout the State, and Concord Trailways, providing service from Bangor, Portland and points in between with connecting service to Boston.



- **Ferry systems.** The Casco Bay Island Transit District, serves six islands in Casco Bay including four within the City of Portland (Peaks, Little Diamond, Great Diamond and Cliff) as well as the Town of Long Island and the Town of Chebeague Island. The Maine State Ferry System serves Penobscot Bay as well as Swan’s Island and Frenchboro. There are private ferries offering public access to smaller islands. Some of these ferry operators are in the process of applying for FTA funds to better coordinate with mainland transportation.

Fixed Route Systems. Fixed route transit systems supported by MaineDOT include:

Region 2:

1. Downeast Transportation Inc. operates throughout Hancock County;
2. West’s Transportation serves Washington County and operates an inter-city run between Calais and Bangor.

Region 3:

3. Community Connector, owned by the City of Bangor serves Bangor, Brewer, Orono, Old Town, Veazie, Hampden and the University of Maine at Orono;
4. John T. Cyr & Sons Inc. operates an inter-city run between Bangor and Fort Kent.

Region 4:

5. Kennebec Explorer (Kennebec Valley Community Action Program) – serves Waterville and Fairfield (five days per week), Waterville and Winslow (two days per week) as well as Augusta, Gardiner, Hallowell and Farmingdale (five days per week). Kennebec Explorer also offers four round trips a day between Augusta and Waterville.

Region 5:

6. CityBus is owned by and serves the City of Bath.
7. The Brunswick Explorer – serving the Town of Brunswick, is operated by Coastal Trans, Inc.

Region 6:

8. The Greater Portland Transit District (METRO) is owned by the City of Portland and serves Portland and portions of Westbrook, Falmouth, and the Maine Mall area of South Portland;
9. The South Portland Bus Service is owned by the City of South Portland and serves South Portland with stops in Portland and the Maine Mall area of Scarborough;
10. The Casco Bay Island Transit District ferry service operates between Peaks, Little Diamond, Great Diamond and Cliff Islands, the Town of Long Island, the Town of Chebeague Island and the City of Portland.

Region 7:

11. Citylink is owned by the Lewiston-Auburn Transit District and serves the cities of Lewiston and Auburn.

Region 8:

12. ShuttleBus is owned by the Biddeford-Saco-Old Orchard Beach Transit Committee and serves Biddeford, Saco and Old Orchard Beach, as well as the University of New England. Additional services include an intercity service between Biddeford and Portland, and a ZOOM Turnpike Express between Saco and Portland.
13. Sanford Transit is a fixed route deviation service operated by YCCAC within Sanford, between Railroad Avenue, Springvale, and the Center for Shopping/South Sanford Industries.

Other Systems. In addition, some regional transportation providers operate smaller, less frequent, or more specialized routes. Examples include:

- Penquis Transportation Program - The Lynx – shuttle services in Millinocket and Newport;
- Waldo Community Action Partners – Belfast Shopper (three days/week);
- Regional Transportation Program, Inc. – Senior Shopper’s Express for 22 senior citizen apartment complexes in the greater Portland area (weekly);
- Western Maine Transportation Services – Lisbon Connection commuter run between Lisbon and Lewiston (five days/week); and the Norway/Paris Shuttle (five days/week);
- York County Community Action Program – fixed route deviation service between Springvale and Sanford (five days/week), and a year-round service between Sanford and Wells.
- Ferry services – the Maine State Ferry Service and the Isle Au Haut Stonington Dock Co. and Ferry Service.

Transit Systems Supporting the Seasonal Tourist Industry

Tourism is one of Maine’s emerging markets. MaineDOT partially funds several transit systems that support the tourist industry:

- The Island Explorer, a fixed route, seven day per week seasonal service on Mount Desert Island operated by Downeast Transportation, Inc.
- The Mountain Explorer, a fixed route, seasonal run between Bethel and Newry/Sunday River Ski Resort operated seven days per week by Western Maine Transportation between Thanks-giving and Easter.



- The Sugarloaf Explorer, a fixed route, seasonal run between Carrabasset Valley and Sugarloaf Mountain Ski Resort operated seven days per week by Western Maine Transportation between Thanksgiving and April.
- The Shoreline Explorer – a bus and trolley public/private partnership network serving six towns with seasonal and year-round service operated by the York County Community Action Corporation.

Two other Explorer systems –Brunswick Explorer and Kennebec Explorer operate as fixed-route, year-round systems, as listed on page 13.

Federal Transit Programs

The Federal Transit Administration provides partial funding to support transit through several programs administered by the Bureau of Transportation Systems Planning. These include:

- **FTA Section 5307 Program** – provides funding for public transit systems that operate in small urban areas (50,000-200,000 population). The Section 5307 program provides federal and state financial assistance for operating and capital expenses.
- **FTA Section 5309 Program** – provides federal and state matching capital assistance for public transit systems. This program helps fund larger capital projects such as vehicle purchases. MaineDOT uses the 5309 program to purchase vehicles which are then leased to various transit providers, and also uses the program to construct facilities.
- **FTA Section 5310 Program** – provides federal capital assistance to private, non-profit organizations that provide specialized transportation for elderly and disabled persons. This program is distributed by a formula based on population of the elderly and disabled, road miles, and geographic areas. Buses are purchased by MaineDOT and leased to regional providers. Funding is distributed among the State's eight regions based on a formula contained in the State Management Plan, Appendix E.
- **FTA Section 5311 Program** – provides funding for rural public transit systems that operate in areas with populations of less than 50,000. This program provides federal and state financial assistance for operating, capital and administrative expenses associated with public transit services. This program is distributed by a formula based on population, road miles, and geographic areas. Funding is distributed among the State's eight regions based on a formula contained in the State Management Plan, Appendix F.
- **FTA Section 5316 Program (Job Access and Reverse Commute)** – provides funding for local programs that offer job access and reverse commute services to low income individuals who may live in the city core and work in suburban locations or anywhere that low-income individuals live at a distance from available entry level jobs. This program is distributed by a competitive process which is described in Appendix K of the State Management Plan Appendices.
- **FTA Section 5317 Program (New Freedom Program)** – provides funding to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. This program is distributed by a competitive process which is described in Appendix L of the State Management Plan Appendices.

Region 1

Aroostook Transportation System, Inc.

*Dedicated Coordinated Regional Provider and
Rural Transit Provider*

Daniel Donovan, Executive Director

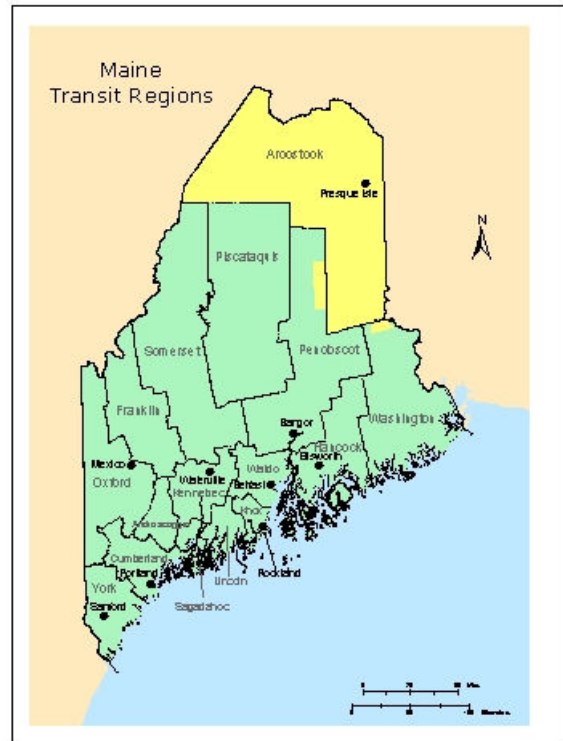
24 Houlton Road

Presque Isle, Maine 04769

Phone: 207-764-1290

Website: www.aroostooktransportation.org

System Profile: Aroostook Regional Transportation System, Inc. (ARTS) provides non-emergency public transportation to low income, elderly and individuals with disabilities as well as the general public in Aroostook County. ARTS serves all of Aroostook County, the Danforth area in Washington County and the Patten area in Penobscot County. The service area is over 6,600 square miles in size and has a population of approximately 71,870 (2010 Census). ARTS provides service from rural surrounding areas to the following service centers: Caribou, Fort Kent, Houlton, Madawaska and Presque Isle. In addition, there are special runs for the Central Aroostook ARC, and Adult Multiple Alternative Center. ARTS also participates with GoMaine to operate a commuter bus from Caribou and Presque Isle to Loring.



Projected FY 2012 System Data

Revenues: \$3,057,579

Ridership: 266,658

Passenger Miles: 6,835,469

Buses/Vans: 20

Projected FY 2012 Funding

DOT: Federal/State: \$427,228

Fares: \$50,000

MaineCare: \$2,244,000

DHHS: \$206,750

Local: \$18,401

Other: \$111,200

Total: \$3,057,579



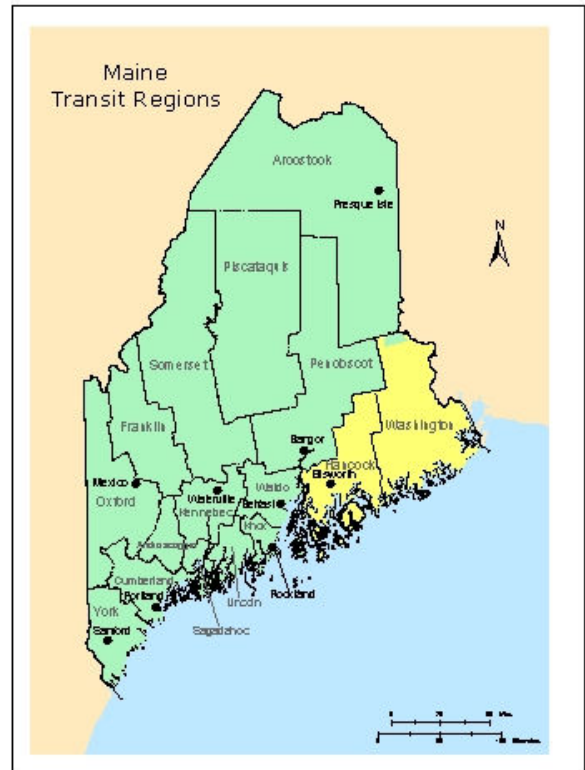
Region 2

Washington Hancock Community Agency

*Dedicated Coordinated Regional Provider and
Rural Transit Provider*

Linda Belfiore, Transportation Director
PO Box 299
Ellsworth, Maine 04605
Phone: 207-664-2424
Website: whcacap.org

System Profile: Washington Hancock Community Agency (WHCA) provides social service and general public transportation to all towns throughout Hancock and Washington Counties (excluding Danforth, but including Isle au Haut in Knox County) on a demand response basis. In addition, WHCA SunRides bus provides 5-day per week demand response service from Eastport to Calais. This bus provides commuter service to the Beckett Center, a sheltered workshop. WHCA further operates one bus five times per week from Indian Township to Calais and for local transportation needs in the immediate Princeton area and Peter Dana Point. WHCA also operates two routes transporting adults with mental disabilities to and from Downeast Horizons in Bar Harbor and two routes transporting adults with mental disabilities to Sunrise Workshop in Machias from Milbridge and Lubec.



Projected FY 2012 System Data

Revenues: \$3,353,767
Ridership: 219,084
Passenger Miles: 7,563,159
Buses/Vans: 10

Projected FY 2012 Funding

DOT: Federal/State: \$205,000
MaineCare: \$2,820,051
DHHS: \$214,711
Other: \$114,005
Total: \$3,353,767



Region 2

Downeast Transportation, Inc

Fixed Route Transit

Paul Murphy, General Manager

194 Main Street

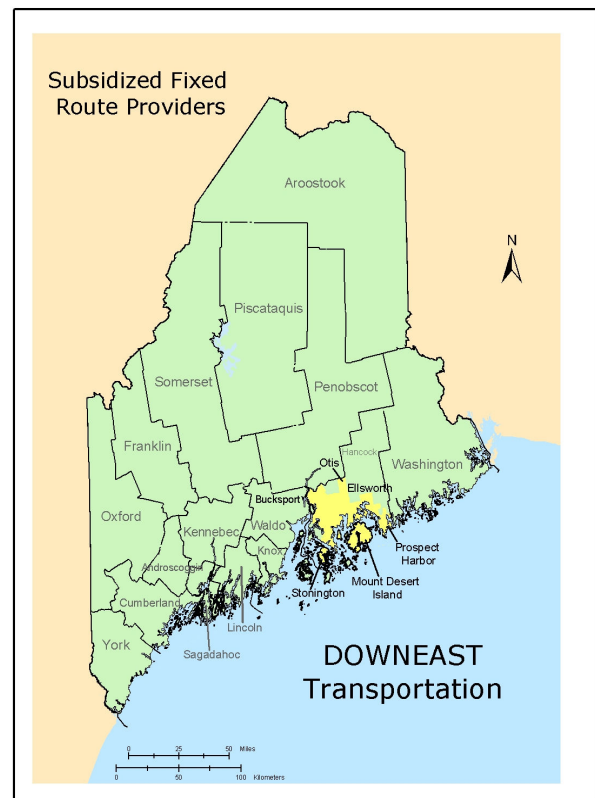
Ellsworth, ME 04605

Phone: 207-667-5796

Website: www.downeasttrans.org

System Profile: Downeast Transportation (DTI) is a private, non-profit agency that operates regularly scheduled deviated fixed route public bus service in Hancock County. Areas served include Ellsworth, all of Mount Desert Island, the Blue Hill peninsula including Brooklin, Sedgwick, Deer Isle and Stonington, the coastal towns of Hancock, Sullivan, Gouldsboro and Winter Harbor in eastern Hancock County, and the Town of Bucksport in western Hancock County. DTI's services include:

- Four county routes,
- Two Mount Desert routes,
- Several routes to Bangor,
- Three Jackson Lab commuter runs, and
- Seven day per week seasonal service in and around Acadia National Park through the Island Explorer Shuttle Service.



Projected FY 2012 System Data

Revenues: \$2,247,910

Ridership: 412,691

Vehicle Miles: 553,068

Buses/Vans: 58

Projected FY 2012 Funding

DOT: Federal/State: \$400,593

Fares: \$405,244

Local: \$84,585

Acadia National Park: \$945,000

Other: \$412,488

Total: \$2,247,910



Region 2

West's Transportation

Fixed Route Transit

Emory West, Manager

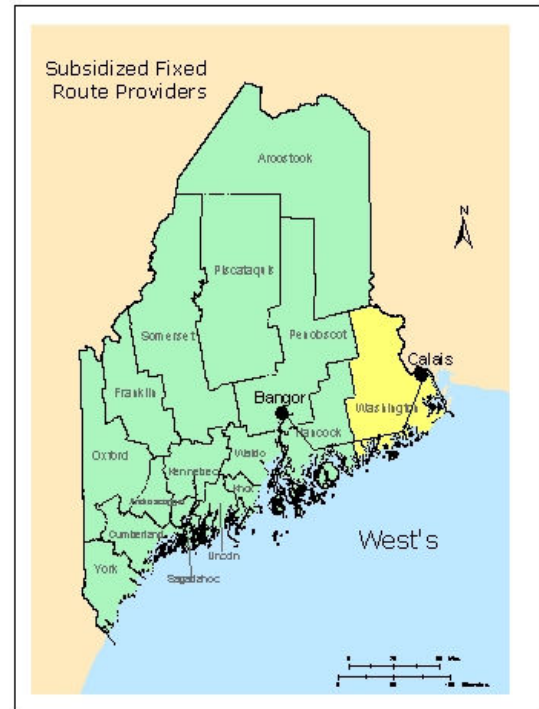
PO Box 82

Milbridge, Maine 04658

Phone: 207-546-2823; 1-800-596-2823

Website: www.westbuservice.com

System Profile: West's Transportation is a private transportation provider that provides two subsidized fixed-route public transportation services to communities within Washington County and Hancock County. The Calais to Bangor Intercity service operates daily between Calais and Bangor and includes stops at a number of locations within Washington and Hancock Counties. The Washington County Service operates Mondays through Wednesdays and provides transportation service to a number of communities in Washington County and eastern portions of Hancock County. Additionally, West's provides transportation services for several social service programs, MaineCare and two federally funded migrant worker programs.



Projected FY 2012 System Data

Revenues: \$416,394

Ridership: 23,500

Vehicle Miles: 198,000

Passenger Miles: 160,000

Bus/Vans: 7

Projected FY 2012 Funding

DOT: Federal/State: \$105,697

Fares/Other: \$71,423

Local: \$24,274

MaineCare: \$150,000

Other: \$65,000

Total: \$416,394



Region 3

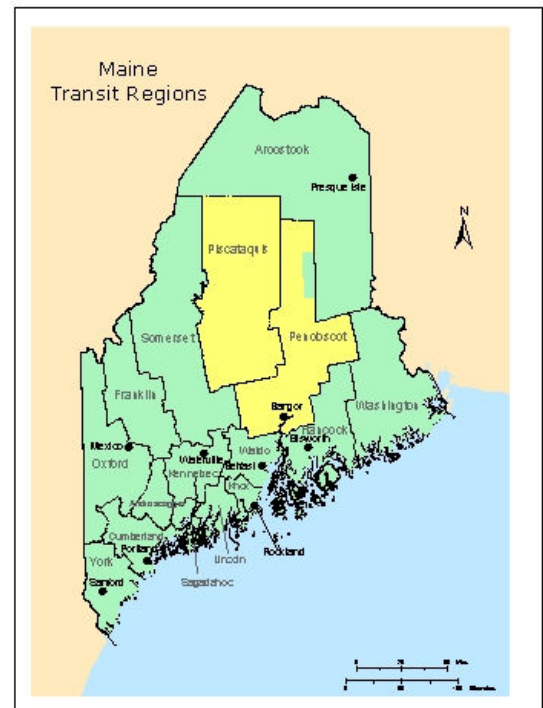
Penquis – The Lynx Transportation Program

*Dedicated Coordinated Regional Provider and
Rural Transit Provider*

Marcia Larkin, Transportation Director
262 Harlow Street
Bangor, Maine 04401
Phone: 207-973-3691
Website: www.penquis.org

System Profile: The Penquis Transportation Service Center has been in business since 1984, serving residents of Penobscot and Piscataquis Counties. Operating within the Community Support Department, The LYNX provides door-to-door public and social service transportation in agency vehicles. MaineCare-covered and other social service transportation is also offered in private vehicles with volunteer drivers. As the designated Regional Provider of rural public transportation in this two-county area, Penquis offers public transportation in most rural towns one if not more days per week, by appointment, Monday through Friday. Other services include:

- DHHS low income transportation – for groceries and medical appointments
- Transportation Assistance Program for low income people with a major mental health diagnosis
- Bus Pass program for MaineCare-eligible persons within $\frac{3}{4}$ mile of Community Connector (serving Bangor, Brewer, Orono, Old Town, Hampden, Veazie)
- Local shuttles in Millinocket and Newport



Projected FY 2012 System Data

Revenues: \$8,833,646
Ridership: 414,296
Passenger Miles: 16,359,506
Buses/Vans: 14

Projected FY 2012 Funding

DOT: Federal/State: \$324,837
MaineCare: \$7,876,311
DHHS: \$434,315
Other: \$198,183
Total: \$8,833,646



Region 3

Community Connector – Bangor

Fixed Route Transit

Joseph McNeil, Manager

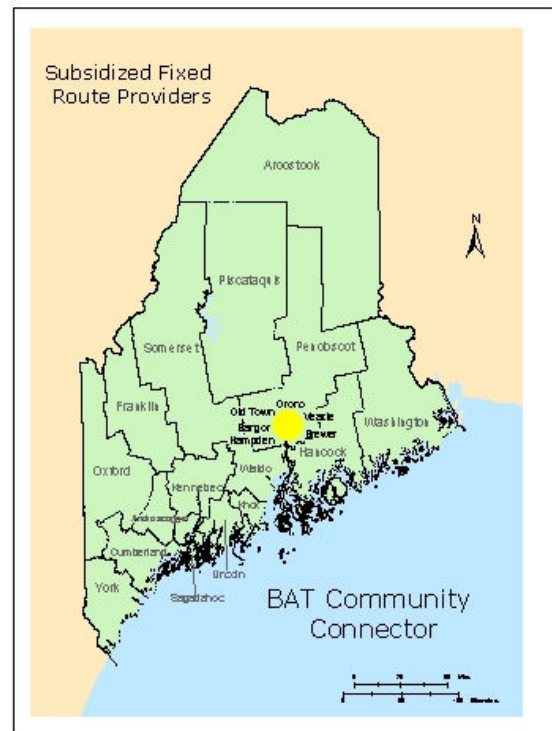
481 Maine Avenue

Bangor, Maine 04401

Phone: 207-992-4670

Website: www.bangormaine.gov

System Profile: The City of Bangor owns and operates the public transportation system, commonly known as Community Connector. Community Connector serves Bangor, Brewer, Hampden, Veazie, Orono, and Old Town, as well as the University of Maine at Orono. The City of Bangor provides service to the other communities on a contractual basis. Public transportation is provided six days a week to the communities, with the exception of Hampden which runs Monday through Friday. Community Connector services an urbanized area with a population of 69,899.



Funding is provided through farebox receipts, local government funds, advertising and funds from the Federal Transit Administration and MaineDOT. Policy structure is established by the Bangor Area Comprehensive Transportation Study (BACTS) Policy Committee whose members serve the elected officials of the participating communities.

Projected FY 2012 System Data

Revenues: \$2,397,907

Ridership: 965,690

Vehicle Miles: 589,507

Buses/Vans: 20

Projected FY 2012 Funding

DOT: Federal/State: \$867,133

Fares: \$750,489

Local: \$690,581

Advertising: \$89,704

Total: \$2,397,907



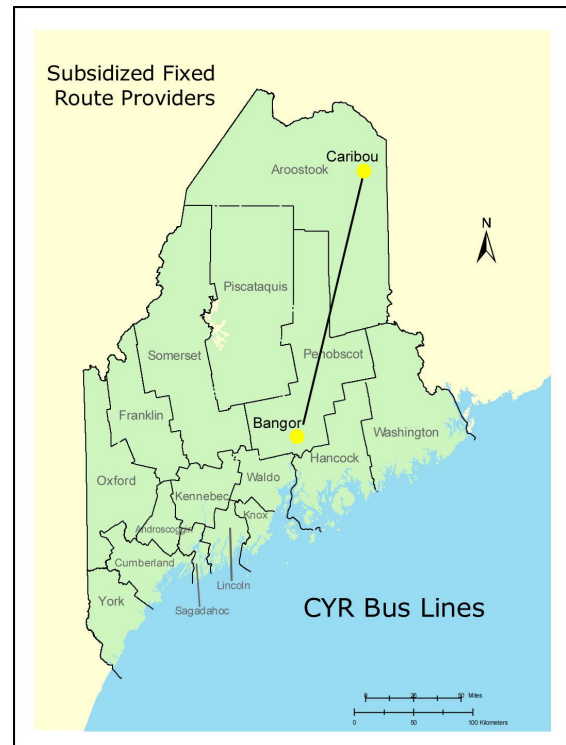
Region 3

Cyr Bus Line

Fixed Route Transit

Rebecca Cyr Whitmore
153 Gilman Falls Avenue
Old Town, ME 04468
Phone: 207-827-2335
Website: www.cyrbustours.com

System Profile: The Cyr Bus Line, owned by John Cyr & Sons, Inc., is a privately owned bus company headquartered on Gilman Falls Avenue in Old Town, Maine. The company provides a range of services throughout the northern part of the State, including a fixed route, scheduled service which operates between Bangor and Caribou. Scheduled service includes one round trip daily between the two communities, 365 days per year. The Bangor to Caribou route provides connections to Greyhound at the Bangor Bus Terminal and Concord Trailways at the Trailways Transportation Center in Bangor



Projected FY 2012 System Data

Revenues: \$354,000
Ridership: 15,500
Vehicle Miles: 146,000
Buses: 2

Projected FY 2012 Funding

DOT: Federal/State: \$30,000
Fares: \$310,000
Freight: \$14,000
Total: \$354,000



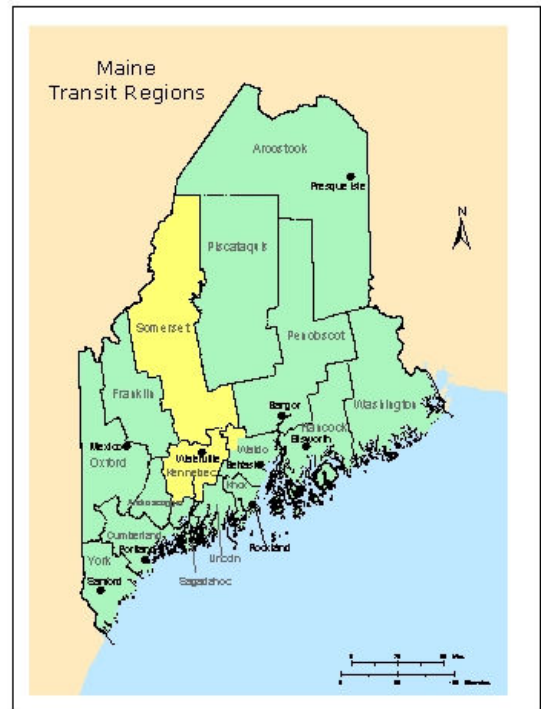
Region 4

Kennebec Valley Community Action Program

Dedicated Coordinated Regional Provider and Rural Transit Provider/Fixed Route Transit

James C. Wood, Transportation Director
97 Water Street
Waterville, Maine 04901
Phone: 207-859-1564
Website: www.kvcap.org/trans-index

System Profile: The Kennebec Valley Community Action Program (KVCAP) is a non-profit organization which provides a broad array of social services to citizens in Kennebec and Somerset Counties. Transportation services constitute an important component of the social services system. KVCAP provides door-to-door van and volunteer driver transportation primarily to passengers who are eligible under specific social service agency guidelines. This includes disabled, elderly and low income clients throughout Kennebec and Somerset Counties. KVCAP also operates fixed route transit systems (the Kennebec Explorer) in the greater Augusta and Waterville areas.



Projected FY 2012 System Data

	KV Van	Kennebec Explorer
Revenues	\$4,999,973	\$553,376
Ridership	348,065	63,800
Vehicle Miles		192,000
Passenger Miles	8,323,664	

Vehicles: 36

Projected FY 2012 Funding

KV Van

DOT: Federal/State: \$0
MaineCare: \$5,008,511
DHHS: \$379,354
Other: \$50,448
Total: \$5,438,313

Kennebec Explorer

DOT: Federal/State: \$373,619
Fares: \$60,000
Local: \$119,757
Total: \$553,376

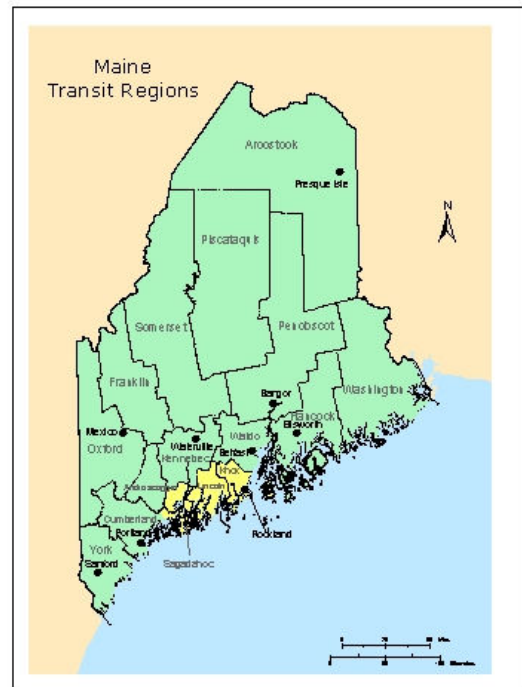


Coastal Trans, Inc.

Dedicated Coordinated Regional Provider and Rural Transit Provider

Jim Huff, Transportation Director
46 Summer Street
Rockland, Maine 04841
Phone: 207-596-6477
Website: www.coastaltrans.org

System Profile: Coastal Trans, Inc (CTI) is a non-profit subsidiary of MCH, Inc., that provides non-emergency medical transportation for MaineCare-eligible riders, as well as transportation for the elderly, individuals with disabilities, people with low income and the general public. CTI serves the residents of Knox, Lincoln, and Sagadahoc Counties, as well as Brunswick and Harpswell in Cumberland County. CTI operates demand response services for riders, a Midcoast Shuttle that provides round-trip morning and afternoon service from Brunswick to Edgecomb, and a new fixed route service, the Brunswick Explorer that operates in the Town of Brunswick. CTI offers service to most towns in its service area at least once per week. CTI also operates a new mobility management program, offering a print and online transportation guide for its service area and a Transportation Coupon Program for individuals with disabilities.



Projected FY 2012 System Data

Revenues: \$1,776,112
Ridership: 136,103
Passenger Miles: 2,927,236
Buses/Vans: 24

Projected FY 2012 Funding

DOT: Federal/State: \$142,230
MaineCare: \$1,378,852
DHHS: \$115,000
Fares: \$55,824
Local: \$20,000
Other: \$64,206
Total: \$1,776,112



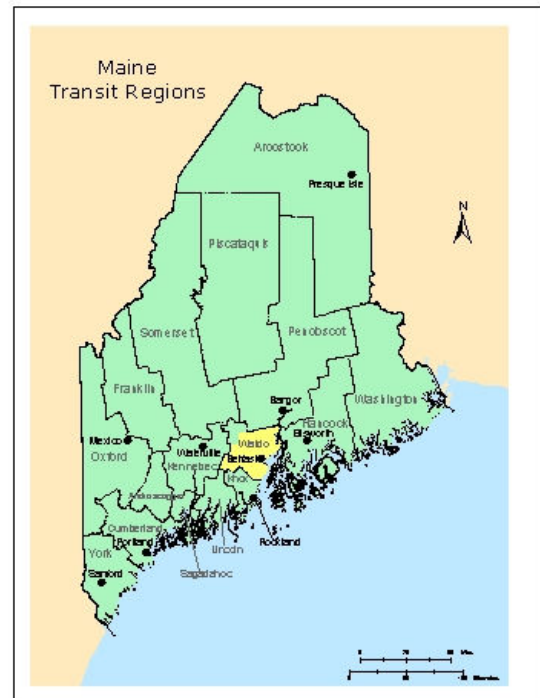
Region 5

Waldo Community Action Partners

Rural Transit Provider

Edward J. Murphy, Transportation/CSBG Director
Transportation Program
PO Box 130
Belfast, Maine 04915
Phone: 207-338-6809
Website: www.waldocap.org

System Profile: Waldo Community Action Partners (WCAP) is a private, non-profit corporation that operates Waldo County Transportation. Waldo County Transportation provides non-emergency public transportation to low income, elderly, individuals with disabilities and the general public. Service is provided to Waldo County communities on an average of at least twice a week either by bus, van or volunteer driver. Some communities are provided service five days a week on a regular basis. Most of Waldo County Transportation's services are oriented to Belfast, but regularly scheduled trips are also made to Bangor, Rockland, Augusta and Waterville. Waldo County Transportation also operates the Belfast Shopper which serves in-town Belfast three days per week.



Projected FY 2012 System Data

Revenues: \$1,757,198
Ridership: 97,326
Passenger Miles: 2,580,355
Buses/Vans: 13

Projected FY 2012 Funding

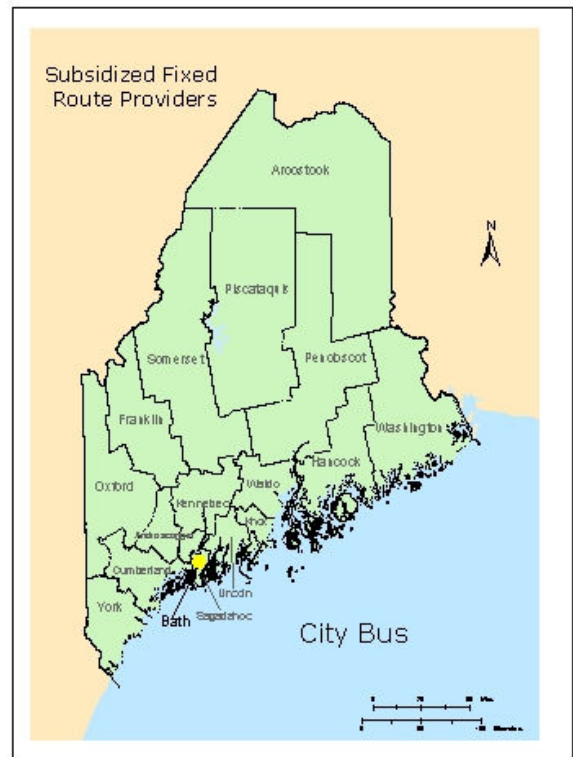
DOT: Federal/State: \$168,530
MaineCare: \$1,242,621
DHHS: \$49,716
Fares: \$19,000
Local: \$34,429
Other: \$242,902
Total: \$1,757,198



Region 5
Bath City Bus
Fixed Route Transit

Andrew Deci, City Planner
 55 Front Street
 Bath, ME 04530
 Phone: 207-443-8363
 Website: www.CityofBath.com/bath_bus.html

System Profile: Bath City Bus is a deviated fixed route transit system serving in-town Bath. The system is designed to reduce congestion in downtown Bath and to serve the needs of the elderly, individuals with disabilities, low income people and the general public. The in-town schedule consists of a two - loop route configuration that interconnects in a figure eight pattern and uses the downtown as a hub. Service is provided five days a week, Monday through Friday. Bath CityBus also provides a separate, fixed route service for employees of Bath Iron Works that includes early morning transportation to the shipyard and an afternoon pickup at BIW.



Projected FY 2012 System Data

Revenues: \$109,282
 Ridership: 10,500
 Vehicle Miles: 40,000
 Buses/Vans: 3

Projected FY 2012 Funding

DOT: Federal/State: \$55,532
 Fares: \$8,500
 Local: \$45,000
 Interest: \$250
 Total: \$109,282



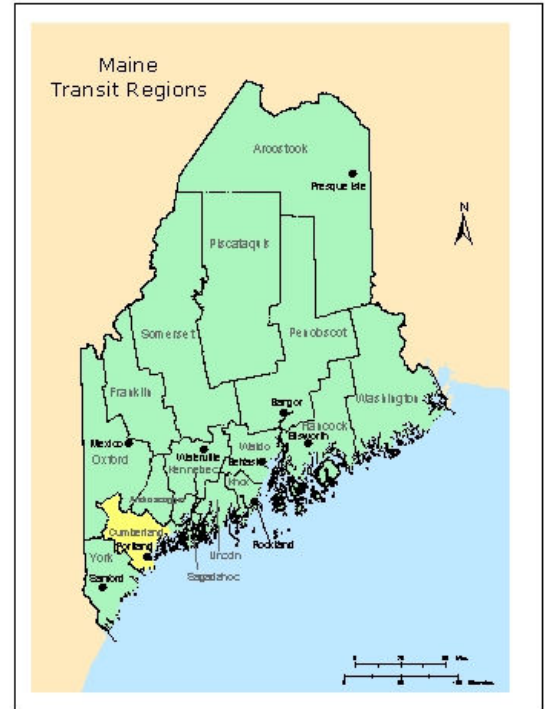
Region 6

Regional Transportation Program (RTP)

*Dedicated Coordinated Regional Provider and
Rural Transit Provider*

Sara Trafton, Executive Director
127 St. John Street
Portland, Maine 04102
Phone: 207-774-2666
Website: www.rtprides.org

System Profile: The Regional Transportation Program, Inc. (RTP) is the MaineDOT-designated provider of public transportation for Region 6 which includes all of Cumberland County except Brunswick and Harpswell. The agency serves both rural and urbanized areas, including Portland, South Portland, Falmouth and Westbrook. In these four municipalities it operates the ADA complimentary paratransit system parallel with the two fixed route services - Greater Portland Transit District (METRO) and the South Portland Bus Service. RTP also operates a successful MaineCare bus pass program. RTP provides demand response services with major destinations being medical facilities, social service agencies, and employment locations in the more urbanized areas of Portland and South Portland. Other services include the senior shoppers express (which provides weekly supermarket bus service from 22 elderly housing facilities) and door-to-door service for individuals with disabilities who attend skill-building workshops in the greater Portland area.



Projected FY 2012 System Data

Revenues: \$5,820,458
Ridership: 341,364
Passenger Miles: 6,307,538
Buses/Vans: 37

Projected FY 2012 Funding

DOT: Federal/State: \$494,898
MaineCare: \$4,246,482
DHHS: \$481,333
Fares \$56,260
Local: \$17,460
Other: \$524,025
Total: \$5,820,458

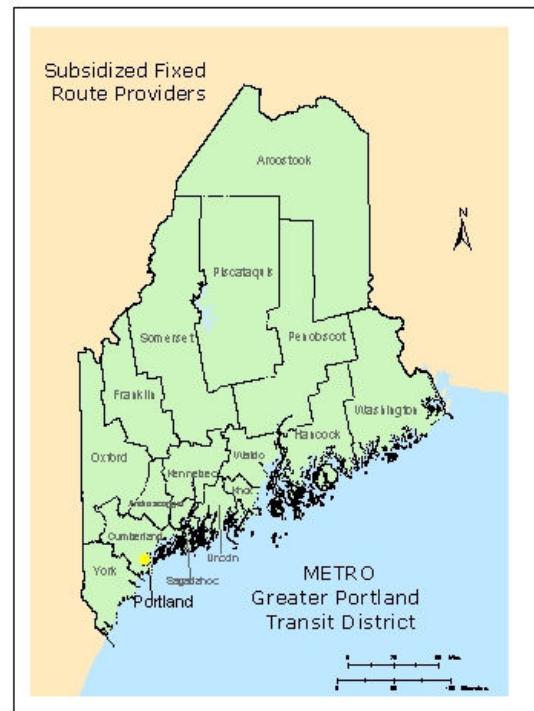


Region 6 Greater Portland Transit District (METRO)

Fixed Route Transit

David Redlefsen, General Manager
114 Valley Street
Portland, Maine 04102
Phone: 207-774-0351
Website: www.metrobus.com

System Profile: The Greater Portland Transit District (METRO) is a quasi-municipal corporation that operates public fixed route transit service within the greater Portland urbanized area, including Portland, Westbrook, Falmouth and the Maine Mall area of South Portland. Paratransit services are provided by the Regional Transportation Program. METRO operates eight major routes, and one limited service route during the summer and fall months. Most bus routes converge at the METRO Pulse located at 21 Elm Street Garage (Elm and Congress Streets).



Projected FY 2012 System Data

Revenues: \$6,431,205
Ridership: 1,483,700
Vehicle Miles: 830,000
Buses/Vans: 30

Projected FY 2012 Funding

DOT: Federal/State: \$1,547,943
Fares: \$1,604,266
Local: \$3,020,946
Other: \$258,050
Total: \$6,431,205



Region 6

South Portland Bus Service

Fixed Route Transit

Thomas Meyers, Transportation Director
46 O'Neil Street
South Portland, Maine 04106
Phone: 207-767-5556
Email: tmeyers@southportland.org

System Profile: The South Portland Bus Service, which is owned and operated by the City of South Portland, provides fixed-route transit service to the City of South Portland and includes stops in downtown Portland and the Maine Mall area of Scarborough. Paratransit services are provided by the Regional Transportation Program. There are three urban area routes:

- Route 21 - Willard Square
- Route 24A - Maine Mall via Main Street
- Route 24B – Maine Mall via Community Center

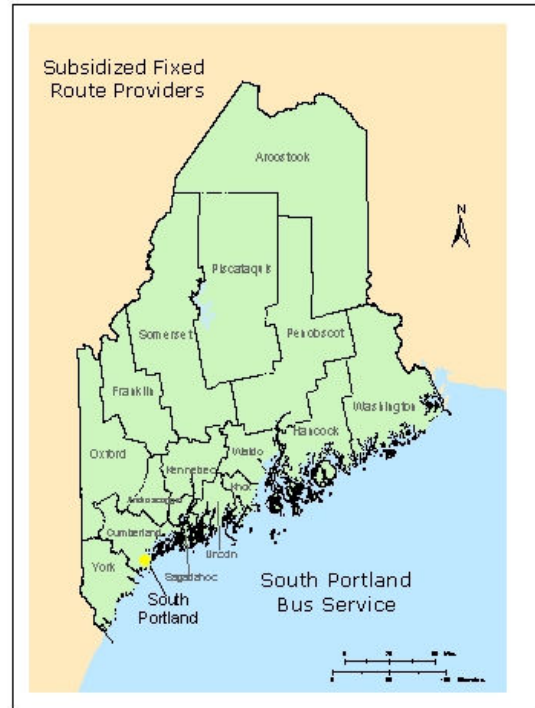
Routes 21 and 24A operate Monday through Saturday. Route 24B operates Monday through Friday.

Projected FY 2012 System Data

Revenues: \$1,276,239
Ridership: 219,000
Vehicle Miles: 197,866
Buses: 8

Projected FY 2012 Funding

DOT: Federal/State: \$170,714
Fares: \$224,065
Advertising: \$19,616
Municipal: \$861,844
Total: \$1,276,239



Region 6

Casco Bay Island Transit District

Fixed Route Transit

Henry Berg, General Manager

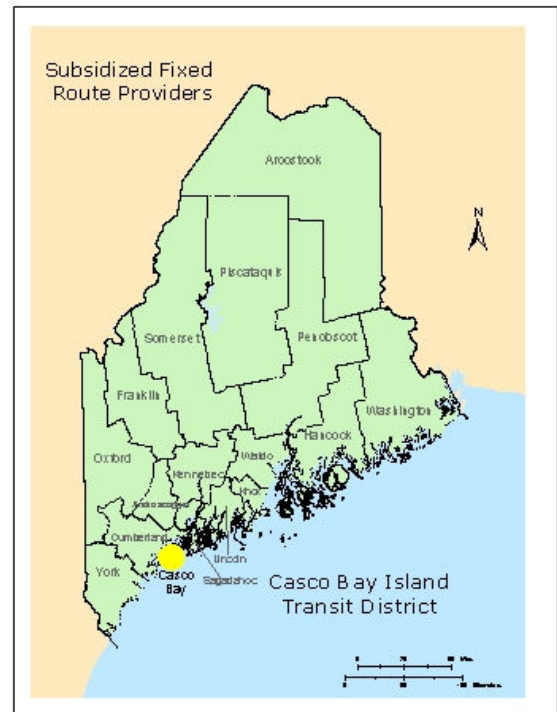
PO Box 4656

Portland, Maine 04101

Phone: 207-774-7871, Extension 103

Website: www.cascobaylines.com

System Profile: The Casco Bay Island Transit District (CBITD) is a quasi-municipal, non-profit corporation established to provide public ferry service to six Casco Bay islands. CBITD is governed by a Board of Directors elected by island residents. Four islands served are within the City of Portland – Peaks, Little Diamond, Great Diamond and Cliff. Two other islands served are separate towns – the Town of Long Island and the Town of Chebeague Island. CBITD is the “lifeline” for the residents of the islands, providing freight and vehicle transport in addition to passenger service. The service operates 365 days per year.



CBITD also carries the U.S. mail and transports school children to and from Portland. In addition, CBITD offers a wide range of scenic cruises and charter trips for celebrations, meetings and sight-seeing.

Projected FY 2012 System Data

Revenues: \$5,263,318

Ridership: 837,647

Vehicle Miles: 70,794

Vessels: 5

Projected FY 2012 Funding

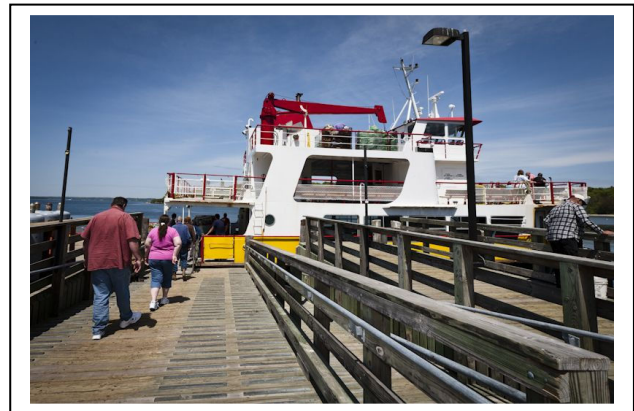
DOT: Federal/State: \$648,177

Fares/Freight: \$3,625,152

Tours, Charters: \$730,500

Other: \$259,489

Total: \$5,263,318

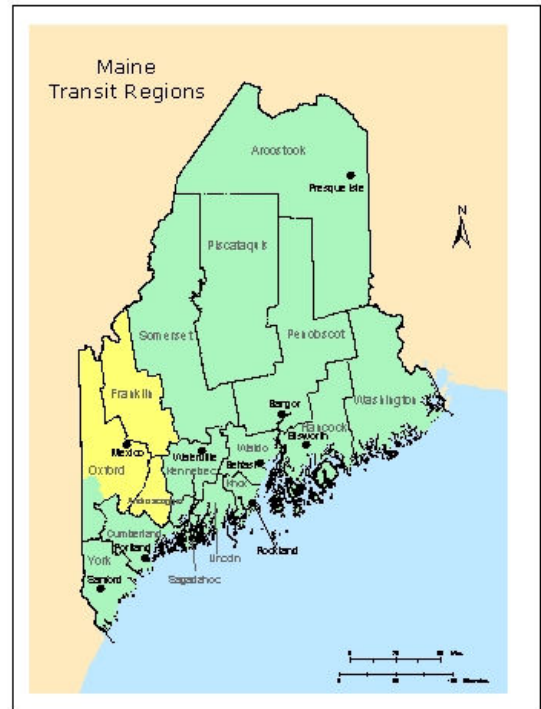


**Western Maine Transportation Services,
Inc.**

Dedicated Coordinated Regional Provider and Rural Transit Provider

Patrick R. Christian, General Manager
76 Merrow Road
Auburn, Maine 04210
Phone: 207-333-6972 Extension 206
Website: www.wmtsbus.org

System Profile: The mission of Western Maine Transportation Services Inc. (WMTS) is to serve people of all ages in Androscoggin, Oxford and Franklin Counties by providing a variety of transportation options that will enable individuals to access health care, social services and other activities while living in their communities. WMTS helps individuals maintain their independence by providing public transportation, regular bus routes, individual and group transportation services, curb-to-curb, special assistance, and cost-free transportation for Medicaid/MaineCare and other eligible programs and individuals. WMTS also provides fixed route and ADA service in the Lewiston-Auburn area for the Lewiston- Auburn Transit Committee, and seasonal fixed route services in the Bethel-Newry area and in Carrabassett Valley.



Projected FY 2012 System Data

(For Lewiston-Auburn fixed route see next page)

	Demand Response	Seasonal Fixed Route
Revenues	\$3,171,507	\$654,354
Ridership	205,363	165,404
Passenger miles	3,198,223	
Vehicle miles		326,912

Buses/Vans: 39

Projected FY 2012 Funding

	Demand Response	Seasonal Fixed Route
Federal/State	\$381,615	\$251,125
Farebox	\$43,563	N/A
MaineCare	\$2,449,959	N/A
DHHS	\$104,550	N/A
Local	\$63,827	\$403,228
Other	\$127,993	N/A
Total	\$3,171,507	\$654,355



Region 7

Lewiston-Auburn Transit Committee

Fixed Route Transit

Marsha Bennett, Transit Coordinator

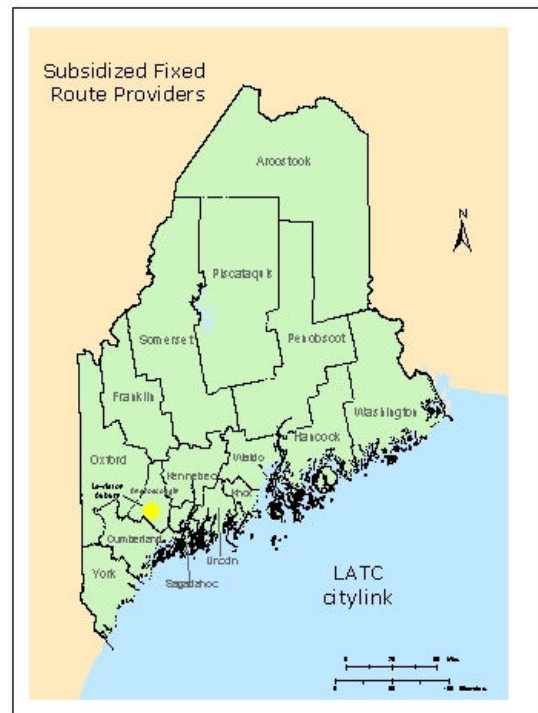
125 Manley Road

Auburn, Maine 04210

Phone: 207-783-9186

Website: www.purplebus.org

System Profile: The Lewiston-Auburn Transit Committee (LATC) is a quasi-municipal agency providing a public bus system, citylink, serving the Lewiston/Auburn area. It is staffed by the Androscoggin Valley Council of Governments. LATC contracts with a transit operator (WMTS) for the operation and maintenance of its public transportation system, and for the provision of paratransit services. LATC provides the buses, radios, fareboxes, bus stop signs, and shelters. LATC is responsible for overseeing system marketing, setting fares, planning and scheduling, and most other policy matters. WMTS is responsible for providing system operation and management, maintenance service and management, data collection and clerical support, marketing/public information support and assistance, bus operators, dispatchers, and maintenance personnel. Citylink operates Monday through Friday along nine routes originating from a two-hub system that is connected by a downtown shuttle route.



Projected FY 2012 System Data

Revenues: \$1,428,616

Ridership: 263,695

Vehicle Miles: 249,981

Buses/Vans: 10

Projected FY 2012 Funding

DOT: Federal/State: \$808,556

Fares: \$168,100

Local: \$451,960

Total: \$1,428,616



Region 7

Community Concepts, Inc.

Rural Transit Provider

Glenn Gordon

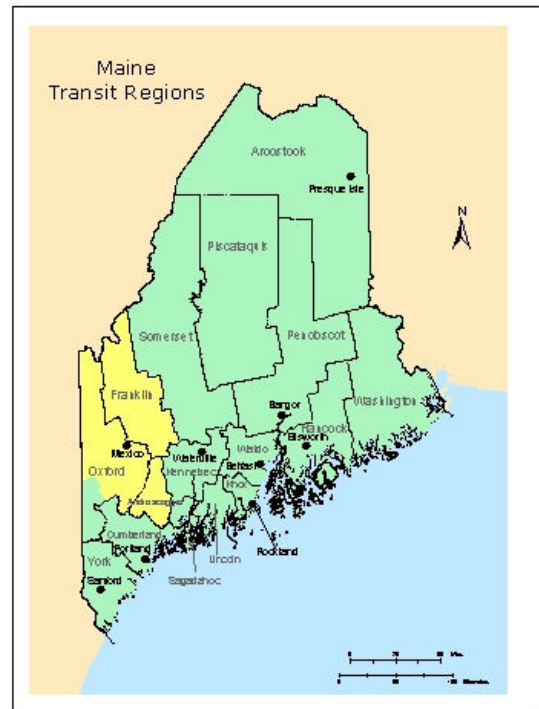
240 Bates Street

Lewiston, Maine 04240

Phone: 207-333-6428

Website: www.community-concepts.org

System Profile: Community Concepts Inc. (CCI) Transportation Department has been providing low-cost, door-to-door, demand response special needs transportation services since 1984. The mission of Community Concepts is "...to provide leadership, education and support to build healthy and thriving individuals, families and communities." The agency has office locations in Androscoggin, Franklin and Oxford Counties. Transportation services are provided by volunteers, mini-vans, wheel-chair accessible vehicles, and family self-drive vehicles. Along with staff drivers, Community Concepts maintains 350 trained and certified volunteer drivers. Community Concepts provides services to over 50 organizations.



Projected FY 2012 System Data

Revenues: \$8,542,739

Ridership: 442,130

Passenger Miles: 15,977,000

Projected FY 2012 Funding

DOT: Federal/State: \$0

MaineCare: \$7,827,739

DHHS: \$380,000

Other: \$335,000

Total: \$8,542,739



Region 8

York County Community Action Corporation

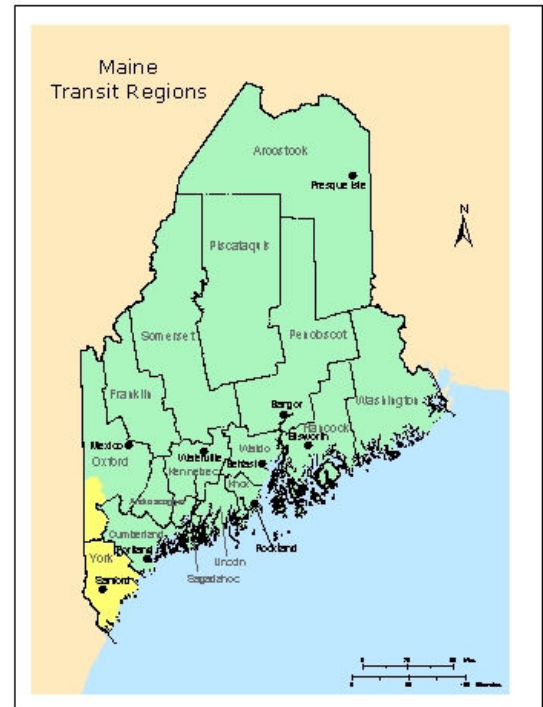
*Dedicated Coordinated Regional Provider and
Rural Transit Provider (also urban: Portsmouth and
Portland urban areas)*

Connie Garber, Transportation Director
PO Box 72, 6 Spruce Street
Sanford, Maine 04073
Phone: 207-324-5762 Extension 2932
Website: www.yccac.org

System Profile: The York County Community Action Corporation (YCCAC) is a non-profit corporation that provides regional transportation services to all of York County. YCCAC's Transportation Program serves people of all ages by providing a variety of transportation options that enable individuals to access health care, social services, shopping, work, education and other activities in their communities and throughout the region.

Transportation services are provided using fixed-route deviation, demand-response, volunteer drivers along with taxicabs and common carriers. Types of service provided include: paratransit services, subscription job access, free transportation for Medicaid/MaineCare and other eligible programs and individuals.

YCCAC Transportation Program also operates the Shoreline Explorer, a seasonal service in the Towns of York, Ogunquit, Wells, Kennebunk and Kennebunkport, with a year-round route operating between Sanford and Wells.



Projected FY 2012 System Data

	Demand Response	Sanford Transit Shoreline Explorer
Revenues	\$5,495,138	\$1,525,482
Ridership	301,368	120,315
Passenger miles	6,884,064	-
Vehicle miles	-	646,755

Buses/Vans: 41; Trolleys: 10

Projected FY 2012 Funding

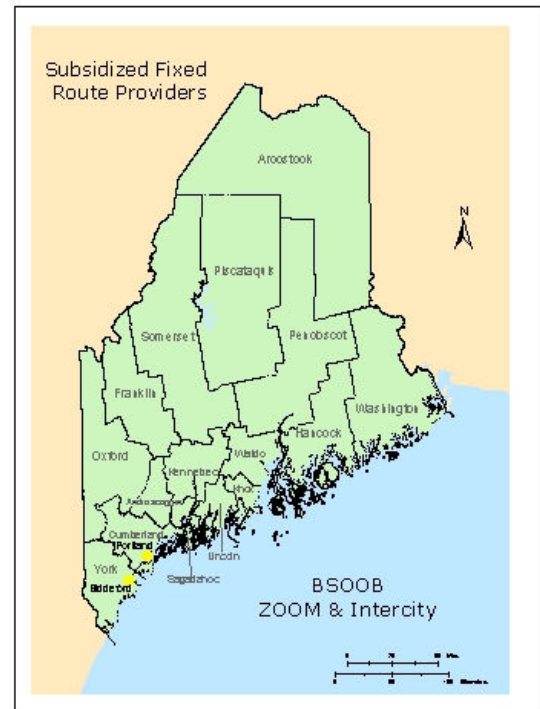
DOT: Federal/State: \$1,250,696
MaineCare: \$3,389,938
DHHS: \$233,375
Fares: \$91,308
Local: \$224,264
Other: \$305,557
Total: \$5,495,138



Region 8
Biddeford-Saco-Old Orchard Beach
Transit Committee d/b/a
ShuttleBus and ZOOM Turnpike Express
Fixed-Route Transit

Al Schutz, Executive Director
 13 Pomerleau Street
 Biddeford, Maine 04005
 Phone: 207-282-5408
 Website: www.shuttlebus-zoom.com

System Profile: The Biddeford-Saco-Old Orchard Beach Transit Committee, doing business as ShuttleBus, is a quasi-municipal agency that originated through a local agreement between the communities of Biddeford, Saco and Old Orchard Beach (Tri-Towns) in 1978. ShuttleBus operates five fixed-route transit systems serving several communities:



- The Tri-Town **Local Route** is a 7 day/week, two-bus system that operates along the main arteries of Biddeford, Saco and Old Orchard Beach.
- The **Intercity** service, or “Portland” bus, runs daily from Biddeford to Portland with stops in Saco, Old Orchard Beach, Pine Point, Scarborough and the Maine Mall.
- The **Nor’easter Express** operates between the University of New England’s Hill Beach campus and downtown Biddeford/Saco.
- The **Zoom Turnpike Express** travels from Park & Ride lots in Biddeford and Saco, via the Maine Turnpike, to Congress Street and the University of Southern Maine.
- The **trolley service** runs between Old Orchard Beach and Pine Point in the summer months.

Projected FY 2012 System Data

Revenues: \$1,755,200
 Ridership: 175,000
 Vehicle Miles: 328,000
 Buses/Vans: 15

Projected FY 2012 Funding

DOT: Federal/State: \$559,200
 Fares: \$374,500
 Local: \$345,000
 Other: \$476,500
 Total: \$1,755,200



Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	ARTS	ARTS	BANGOR	BANGOR	BATH	BATH	CBITD	CBITD
Number of Counties with service	3	3	1	1	1	1	1	1
Type of Service Operated								
Fixed Route			X	X	X	X	X	X
Deviated Fixed Route					X	X		
Demand Response	X	X						
Subscription								
Vanpool								
Other								
Service Area								
Municipal	X	X	X	X	X	X	X	X
County								
Multi-County	X	X						
	2009	2010	2009	2010	2009	2010	2009	2010
Volunteer Resources								
Volunteer Drivers	17	19	0	0	0	0	0	0
Personal Vehicles in Service	3	3	0	0	0	0	0	0
Vehicles								
Number of Active Vehicles in Fleet	22	23	15	15	2	2	4	4
Number of Inactive Vehicles in Fleet	0	0	1	1	1	2	0	0
Number of Spare Vehicles in Fleet	6	6	1	3	1	0	1	1
Number of Vehicles Disposed	1	1	0	0	0	0	0	0
Number of Vehicles Sold	1	1	0	0	0	0	0	0
Number of ADA Accessible Vehicles	22	23	17	19	4	4	5	5
Annual Operating Expenses								
Annual Transit Operating Expenses	\$530,433	\$504,830	\$2,161,224	\$2,128,625	\$105,986	\$103,490	\$4,200,307	\$3,926,697
Annual Social Services Op. Exp.	\$2,635,191	\$2,927,416	\$0	\$0	\$0	\$0	\$0	\$0
Annual Admin. Expenses								
Annual Transit Administrative Exp.	\$530,433	\$504,830	\$0	\$0	\$8,577	\$10,882	\$1,299,521	\$1,322,525
Annual Social Services Admin. Exp.	\$2,635,191	\$2,927,416	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Revenues								
Fare Revenues	\$56,316	\$105,099	\$700,717	\$697,655	\$7,672	\$7,633	\$2,133,329	\$2,176,369
Transit Contract Revenues	\$22,942	\$18,401	\$0	\$0	\$0	\$0	\$105,623	\$107,071
Social Service Contract Revenues	\$2,545,241	\$2,816,276	\$0	\$0	\$0	\$0	\$0	\$0
FTA- Federal Operating Assistance	\$257,988	\$257,988	\$345,357	\$341,660	\$44,338	\$48,771	\$655,115	\$709,386
MDOT- State Operating Assistance	\$32,764	\$32,764	\$59,614	\$45,358	\$10,307	\$6,194	\$241,766	\$79,834
Local Operating Funds	\$89,650	\$111,200	\$181,755	\$244,866	\$43,875	\$29,017	\$1,931,177	\$2,018,391
Total Annual Operating Revenues	\$3,004,901	\$3,341,728	\$1,400,865	\$1,436,759	\$106,681	\$91,866	\$5,067,010	\$5,091,051
FTA-Sources of Capital Funds								
FTA-Federal Capital Assistance	\$130,068	\$78,468	\$0	\$0	\$0	\$0	\$71,887	\$54,864
MDOT- State Capital Assistance	\$9,808	\$9,808	\$0	\$0	\$0	\$0	\$113,155	\$74,504
Local Capital Funds	\$22,708	\$9,808	\$0	\$0	\$0	\$0	\$46,260	\$32,342
Total Capital Funds	\$162,584	\$98,084	\$0	\$0	\$0	\$0	\$231,302	\$161,710
Annual Vehicle Miles								
Annual Transit Miles	365,741	368,237	566,998	588,407	39,726	40,610	73,722	73,316
Annual Social Services Miles	6,070,521	6,446,262	0	0	0	0	0	0
Annual Vehicle Hours	24,791	26,631			3,050	3,188	15,404	15,296
Annual Passenger Trips								
Annual Transit Passenger Trips	46,991	45,971	869,999	889,804	10,484	10,415	809,773	847,091
Annual Social Services Pass. Trips	232,972	234,882	0	0	0	0	0	0
Safety								
Fatalities	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	0	0	0	0
Major Injuries	1	0	0	0	0	0	0	0

Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	CCI	CCI	CTI	CTI	CYR	CYR	DTI	DTI
Number of Counties with service	3	3	4	4	2	2	3	3
Type of Service Operated								
Fixed Route			X	X	X	X		
Deviated Fixed Route			X	X			X	X
Demand Response	X	X	X	X				
Subscription							X	X
Vanpool								
Other								
Service Area								
Municipal			X	X				
County								
Multi-County	X	X	X	X	X	X	X	X
	2009	2010	2009	2010	2009	2010	2009	2010
Volunteer Resources								
Volunteer Drivers	325	350	29	25	0	0	0	0
Personal Vehicles in Service	325	350	29	25	0	0	0	0
Vehicles								
Number of Active Vehicles in Fleet	8	8	25	22	2	2	49	42
Number of Inactive Vehicles in Fleet	0	0	0	0	0	0	0	0
Number of Spare Vehicles in Fleet	0	0	0	0	0	0	7	1
Number of Vehicles Disposed	0	0	0	0	0	0	0	15
Number of Vehicles Sold	1	1	0	3	0	0	0	0
Number of ADA Accessible Vehicles	1	1	12	12	2	2	43	58
Annual Operating Expenses								
Annual Transit Operating Expenses	\$0	\$0	\$590,769	\$661,280	\$404,576	\$431,090	\$1,163,644	\$1,260,430
Annual Social Services Op. Exp.	\$7,356,928	\$7,149,998	\$651,666	\$736,575	\$0	\$0	\$0	\$0
Annual Admin. Expenses								
Annual Transit Administrative Exp.	\$0	\$0	\$253,187	\$283,405	\$0	\$0	\$525,283	\$550,113
Annual Social Services Admin. Exp.	\$2,006,464	\$2,049,748	\$279,285	\$315,675	\$0	\$0	\$0	\$0
Annual Operating Revenues								
Fare Revenues	\$0	\$0	\$49,412	\$43,705	\$318,320	\$314,199	\$127,984	\$149,253
Transit Contract Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$36,636	\$39,060
Social Service Contract Revenues	\$9,033,999	\$8,906,034	\$1,584,169	\$1,661,186	\$0	\$0	\$0	\$0
FTA- Federal Operating Assistance	\$0	\$0	\$100,130	\$129,797	\$0	\$0	\$361,939	\$436,021
MDOT- State Operating Assistance	\$0	\$0	\$4,106	\$8,436	\$60,000	\$60,000	\$15,482	\$15,869
Local Operating Funds	\$329,583	\$293,713	\$179,403	\$227,849	\$0	\$0	\$1,029,703	\$1,054,915
Total Annual Operating Revenues	\$9,363,582	\$9,199,747	\$1,917,220	\$2,070,973	\$378,320	\$374,199	\$1,571,744	\$1,695,118
FTA-Sources of Capital Funds								
FTA-Federal Capital Assistance	\$0	\$0	\$0	\$443,181	\$0	\$0	\$0	\$0
MDOT- State Capital Assistance	\$0	\$0	\$10,000	\$136,506	\$174,800	\$174,800	\$0	\$0
Local Capital Funds	\$0	\$0	\$2,500	\$30,840	\$0	\$0	\$0	\$0
Total Capital Funds	\$0	\$0	\$12,500	\$610,527	\$174,800	\$174,800	\$0	\$0
Annual Vehicle Miles								
Annual Transit Miles	0	0	47,920	53,223	215,350	215,350	628,427	564,355
Annual Social Services Miles	15,868,183	15,504,205	634,646	707,105	0	0	0	0
Annual Vehicle Hours			15,213	16,896	5,110	5,110	37,601	28,753
Annual Passenger Trips								
Annual Transit Passenger Trips	0	0	10,118	9,133	15,244	15,244	417,595	421,113
Annual Social Services Pass. Trips	417,771	442,130	120,999	126,970	0	0	0	0
Safety								
Fatalities	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	0	0	0	0
Major Injuries	0	0	0	0	0	0	0	0

Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	KVCAP	KVCAP	LATC	LATC	METRO	METRO	PENQUIS	PENQUIS
Number of Counties with service	2	2	1	1	1	1	2	2
Type of Service Operated								
Fixed Route			X	X	X	X		
Deviated Fixed Route	X	X						
Demand Response	X	X					X	X
Subscription								
Vanpool								
Other								
Service Area								
Municipal	X	X	X	X	X	X		
County								
Multi-County	X	X					X	X
	2009	2010	2009	2010	2009	2010	2009	2010
Volunteer Resources								
Volunteer Drivers	130	132	0	0	0	0	122	163
Personal Vehicles in Service	130	132	0	0	0	0	122	163
Vehicles								
Number of Active Vehicles in Fleet	30	29	10	10	29	29	15	14
Number of Inactive Vehicles in Fleet	3	4	2	0	2	1	0	0
Number of Spare Vehicles in Fleet	6	7	3	3	5	5	4	4
Number of Vehicles Disposed	1	0	0	2	0	1	3	0
Number of Vehicles Sold	0	0	0	0	0	0	0	0
Number of ADA Accessible Vehicles	21	21	10	10	31	30	15	14
Annual Operating Expenses								
Annual Transit Operating Expenses	\$208,637	\$236,788	\$1,012,733	\$1,075,740	\$6,059,357	\$6,169,968	\$81,049	\$84,217
Annual Social Services Op. Exp.	\$790,906	\$842,240	\$0	\$0	\$0	\$0	\$5,037,296	\$5,034,128
Annual Admin. Expenses								
Annual Transit Administrative Exp.	\$171,364	\$168,766	\$23,577	\$27,992	\$946,854	\$855,410	\$11,898	\$6,199
Annual Social Services Admin. Exp.	\$4,805,944	\$4,766,002	\$0	\$0	\$0	\$0	\$1,456,664	\$1,462,363
Annual Operating Revenues								
Fare Revenues	\$30,391	\$30,593	\$143,878	\$150,165	\$1,452,551	\$1,523,929	\$4,012	\$4,470
Transit Contract Revenues	\$0	\$0	\$0	\$0	\$253,680	\$279,331	\$0	\$0
Social Service Contract Revenues	\$6,045,912	\$5,798,209	\$0	\$0	\$0	\$0	\$7,244,447	\$8,138,241
FTA- Federal Operating Assistance	\$95,463	\$116,103	\$550,526	\$579,154	\$1,617,000	\$1,377,870	\$229,114	\$316,526
MDOT- State Operating Assistance	\$18,139	\$17,014	\$64,914	\$52,397	\$167,060	\$136,301	\$32,601	\$39,040
Local Operating Funds	\$64,690	\$74,141	\$295,490	\$288,451	\$2,699,292	\$2,791,763	\$24,000	\$18,000
Total Annual Operating Revenues	\$6,254,595	\$6,036,060	\$1,054,808	\$1,070,167	\$6,189,583	\$6,109,194	\$7,534,174	\$8,516,277
FTA-Sources of Capital Funds								
FTA-Federal Capital Assistance	\$13,144	\$788,317	\$550,526	\$0	\$145,763	\$42,541	\$0	\$0
MDOT- State Capital Assistance	\$0	\$6,904	\$64,914	\$0	\$369,864	\$57,013	\$0	\$0
Local Capital Funds	\$0	\$25,885	\$295,490	\$0	\$8,000	\$8,000	\$0	\$0
Total Capital Funds	\$13,144	\$821,106	\$1,054,808	\$0	\$523,627	\$107,554	\$0	\$0
Annual Vehicle Miles								
Annual Transit Miles	77,693	85,272	211,394	209,190	864,387	869,501	34,479	44,185
Annual Social Services Miles	525,440	548,306	0	0	0	0	10,872,456	12,220,570
Annual Vehicle Hours	41,000	45,000	13,541	14,074	71,793	74,714	16,192	15,531
Annual Passenger Trips								
Annual Transit Passenger Trips	42,919	40,745	234,896	248,470	1,411,842	1,440,156	4,393	4,581
Annual Social Services Pass. Trips	374,521	390,625	0	0	0	0	400,462	465,697
Safety								
Fatalities	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	0	0	0	0
Major Injuries	0	0	0	0	0	0	0	0

Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	RTP RURAL	RTP URAL	RTP URBAN	RTP URBAN	SHUTTLE- BUS	SHUTTLE- BUS	SPBS	SPBS
Number of Counties with service	1	1	1	1	2	2	1	1
Type of Service Operated								
Fixed Route	X	X	X	X	X	X	X	X
Deviated Fixed Route					X	X		
Demand Response	X	X	X	X				
Subscription								
Vanpool								
Other								
Service Area								
Municipal					X	X	X	X
County	X	X	X	X				
Multi-County								
	2009	2010	2009	2010	2009	2010	2009	2010
Volunteer Resources								
Volunteer Drivers	61	66	20	20	0	0	0	0
Personal Vehicles in Service	0	0	0	0	0	0	0	0
Vehicles								
Number of Active Vehicles in Fleet	16	12	19	24	14	14	8	8
Number of Inactive Vehicles in Fleet	0	0	0	0	0	0	1	1
Number of Spare Vehicles in Fleet	2	2	2	2	4	3	0	0
Number of Vehicles Disposed	0	0	0	0	2	2	0	0
Number of Vehicles Sold	2	3	2	3	0	0	0	0
Number of ADA Accessible Vehicles	15	11	19	24	10	10	8	8
Annual Operating Expenses								
Annual Transit Operating Expenses	\$0	\$0	\$176,553	\$189,593	\$1,674,493	\$1,762,656	\$1,110,497	\$1,005,644
Annual Social Services Op. Exp.	\$832,529	\$681,496	\$456,132	\$556,448	\$0	\$0	\$0	\$0
Annual Admin. Expenses								
Annual Transit Administrative Exp.	\$0	\$0	\$0	\$0	\$479,344	\$585,508	\$91,261	\$86,768
Annual Social Services Admin. Exp.	\$202,785	\$153,583	\$632,685	\$746,041	\$0	\$0	\$0	\$0
Annual Operating Revenues								
Fare Revenues	\$20,132	\$19,150	\$24,608	\$35,282	\$206,816	\$276,183	\$202,629	\$200,879
Transit Contract Revenues	\$0	\$0	\$176,553	\$189,593	\$123,798	\$201,547	\$0	\$0
Social Service Contract Revenues	\$755,251	\$618,508	\$746,532	\$913,354	\$0	\$0	\$0	\$0
FTA- Federal Operating Assistance	\$142,606	\$55,545	\$167,264	\$81,478	\$358,632	\$460,734	\$159,037	\$159,000
MDOT- State Operating Assistance	\$20,785	\$6,614	\$10,375	\$10,619	\$19,941	\$20,407	\$9,960	\$10,114
Local Operating Funds	\$0	\$0	\$0	\$0	\$365,905	\$490,713	\$805,723	\$687,387
Total Annual Operating Revenues	\$938,774	\$699,817	\$1,125,332	\$1,230,326	\$1,075,092	\$1,449,584	\$1,201,758	\$1,092,412
FTA-Sources of Capital Funds								
FTA-Federal Capital Assistance	\$23,565	\$361,539	\$0	\$0	\$32,290	\$7,710	\$30,000	\$8,595
MDOT- State Capital Assistance	\$0	\$704	\$0	\$0	\$0	\$0	\$0	\$0
Local Capital Funds	\$5,891	\$19,005	\$0	\$0	\$8,072	\$2,048	\$7,500	\$2,149
Total Capital Funds	\$29,456	\$381,248	\$0	\$0	\$40,362	\$9,758	\$37,500	\$10,744
Annual Vehicle Miles								
Annual Transit Miles	0	0	138,211	144,297	323,175	324,616	223,562	214,500
Annual Social Services Miles	528,090	403,693	507,232	675,327	0	0	0	0
Annual Vehicle Hours					15,742	20,251	14,716	14,716
Annual Passenger Trips								
Annual Transit Passenger Trips	0	0	20,536	21,456	157,421	146,202	223,762	220,023
Annual Social Services Pass. Trips	66,827	49,122	61,141	78,277	0	0	0	0
Safety								
Fatalities	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	2	4	0	0
Major Injuries	0	0	0	0	0	0	0	0

Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	WCAP	WCAP	WEST'S FIXED	WEST'S FIXED	WEST'S INTERCITY	WEST'S INTERCITY	WHCA	WHCA
Number of Counties with service	1	1	2	2	3	3	2	2
Type of Service Operated								
Fixed Route			X	X	X	X		
Deviated Fixed Route	X	X					X	X
Demand Response	X	X					X	X
Subscription								
Vanpool								
Other								
Service Area								
Municipal								
County	X	X						
Multi-County			X	X	X	X	X	X
	2009	2010	2009	2010	2009	2010	2009	2010
Volunteer Resources								
Volunteer Drivers	29	26	0	0	0	0	27	35
Personal Vehicles in Service	29	26	0	0	0	0	27	35
Vehicles								
Number of Active Vehicles in Fleet	12	13	4	4	4	4	8	10
Number of Inactive Vehicles in Fleet	0	0	1	3	1	3	0	0
Number of Spare Vehicles in Fleet	0	0	0	1	0	1	3	0
Number of Vehicles Disposed	0	0	0	0	0	0	2	0
Number of Vehicles Sold	0	0	0	0	0	0	0	0
Number of ADA Accessible Vehicles	6	5	5	7	5	7	9	7
Annual Operating Expenses								
Annual Transit Operating Expenses	\$85,093	\$83,781	\$53,115	\$45,590	\$139,374	\$129,212	\$3,157	\$3,234
Annual Social Services Op. Exp.	\$1,085,217	\$1,190,190	\$139,113	\$136,499	\$0	\$0	\$2,252,186	\$2,306,922
Annual Admin. Expenses								
Annual Transit Administrative Exp.	\$84,765	\$97,215	\$22,564	\$23,972	\$18,081	\$26,361	\$1,086	\$1,113
Annual Social Services Admin. Exp.	\$541,922	\$650,165	\$0	\$0	\$0	\$0	\$774,946	\$793,780
Annual Operating Revenues								
Fare Revenues	\$18,380	\$20,385	\$6,500	\$3,795	\$46,808	\$43,414	\$849	\$2,589
Transit Contract Revenues	\$0	\$4,299	\$0	\$0	\$0	\$0	\$0	\$0
Social Service Contract Revenues	\$856,585	\$960,628	\$116,619	\$130,693	\$0	\$0	\$2,892,173	\$2,983,036
FTA- Federal Operating Assistance	\$54,324	\$59,756	\$38,866	\$33,976	\$55,000	\$55,000	\$132,052	\$132,391
MDOT- State Operating Assistance	\$7,574	\$7,574	\$5,448	\$5,713	\$0	\$0	\$8,723	\$1,839
Local Operating Funds	\$233,447	\$216,881	\$24,865	\$26,078	\$55,647	\$57,159	\$56,549	\$103,301
Total Annual Operating Revenues	\$1,170,310	\$1,269,523	\$192,298	\$200,256	\$157,455	\$155,574	\$3,090,346	\$3,326,457
FTA-Sources of Capital Funds								
FTA-Federal Capital Assistance	\$0	\$31,255	\$0	\$0	\$0	\$0	\$0	\$0
MDOT- State Capital Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Capital Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Funds	\$0	\$31,255	\$0	\$0	\$0	\$0	\$0	\$0
Annual Vehicle Miles								
Annual Transit Miles	96,104	113,889	42,989	42,761	118,600	119,355	9,474	10,199
Annual Social Services Miles	2,289,726	2,534,873	184,837	210,887	0	0	6,732,034	7,356,193
Annual Vehicle Hours	19,575	21,019	7,644	9,216	4,075	4,015	149,811	163,698
Annual Passenger Trips								
Annual Transit Passenger Trips	11,387	20,904	4,125	3,500	3,209	3,017	931	2,650
Annual Social Services Pass. Trips	81,313	85,122	8,534	9,236	0		178,949	196,803
Safety								
Fatalities	0	0	0	0	0	0	0	0
Major Incidents	0	0	0	0	0	0	0	0
Major Injuries	0	0	0	0	0	0	0	0

Maine Transit Providers Annual Report, FY 2009 and FY 2010

Rural Transit Provider:	WMTS	WMTS	YCCAC	YCCAC	TOTALS	TOTALS
Number of Counties with service	3	3	1	1		
Type of Service Operated						
Fixed Route	X	X				
Deviated Fixed Route	X	X	X	X		
Demand Response	X	X	X	X		
Subscription						
Vanpool						
Other			X	X		
Service Area						
Municipal						
County			X	X		
Multi-County	X	X				
	2009	2010	2009	2010	2009	2010
Volunteer Resources						
Volunteer Drivers	72	77	110	115	942	1028
Personal Vehicles in Service	72	77	110	115	847	926
Vehicles						
Number of Active Vehicles in Fleet	43	44	50	56	389	389
Number of Inactive Vehicles in Fleet	0	1	4	4	16	20
Number of Spare Vehicles in Fleet	3	2	5	5	53	46
Number of Vehicles Disposed	3	1	0	0	12	22
Number of Vehicles Sold	0	0	0	0	6	11
Number of ADA Accessible Vehicles	30	30	34	34	324	342
Annual Operating Expenses						
Annual Transit Operating Expenses	\$749,028	\$909,965	\$1,397,878	\$1,334,893	\$21,907,903	\$22,047,723
Annual Social Services Op. Exp.	\$1,591,729	\$1,412,855	\$4,373,399	\$4,318,726	\$27,202,292	\$27,293,493
Annual Admin. Expenses						
Annual Transit Administrative Exp.	\$1,849,002	\$1,785,448	\$161,627	\$163,314	\$6,478,424	\$6,499,821
Annual Social Services Admin. Exp.	\$86,727	\$93,721	\$543,895	\$419,795	\$13,966,508	\$14,378,289
Annual Operating Revenues						
Fare Revenues	\$46,608	\$44,274	\$125,571	\$120,824	\$5,723,483	\$5,969,845
Transit Contract Revenues	\$0	\$0	\$0	\$0	\$719,232	\$839,302
Social Service Contract Revenues	\$2,982,219	\$2,645,294	\$4,347,901	\$4,293,796	\$39,151,048	\$39,865,255
FTA- Federal Operating Assistance	\$593,921	\$882,084	\$1,343,290	\$1,187,500	\$7,301,962	\$7,420,740
MDOT- State Operating Assistance	\$49,641	\$40,752	\$15,083	\$13,196	\$854,283	\$610,035
Local Operating Funds	\$604,097	\$589,585	\$644,954	\$621,412	\$9,659,805	\$9,944,822
Total Annual Operating Revenues	\$4,276,486	\$4,201,989	\$6,476,799	\$6,236,728	\$63,548,133	\$64,895,805
FTA-Sources of Capital Funds						
FTA-Federal Capital Assistance	\$60,945	\$21,299	\$511,265	\$130,718	\$1,569,453	\$1,968,487
MDOT- State Capital Assistance	\$8,890	\$0	\$95,862	\$11,575	\$847,293	\$471,814
Local Capital Funds	\$0	\$0	\$31,954	\$25,239	\$428,375	\$155,316
Total Capital Funds	\$69,835	\$21,299	\$639,081	\$167,532	\$2,980,109	\$2,595,617
Annual Vehicle Miles						
Annual Transit Miles	602,902	719,205	555,727	611,710	5,236,581	5,412,178
Annual Social Services Miles	3,774,035	3,474,368	4,760,326	4,968,061	52,747,526	55,049,850
Annual Vehicle Hours			63,575	65,541	518,833	543,649
Annual Passenger Trips						
Annual Transit Passenger Trips	204,516	182,850	131,941	132,867	4,632,082	4,706,192
Annual Social Services Pass. Trips	184,481	190,565	270,840	285,972	2,398,810	2,555,401
Safety						
Fatalities	0	0	0	0	0	0
Major Incidents	0	0	1	0	3	4
Major Injuries	0	0	0	0	1	0